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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, APRIL 2, 1859.

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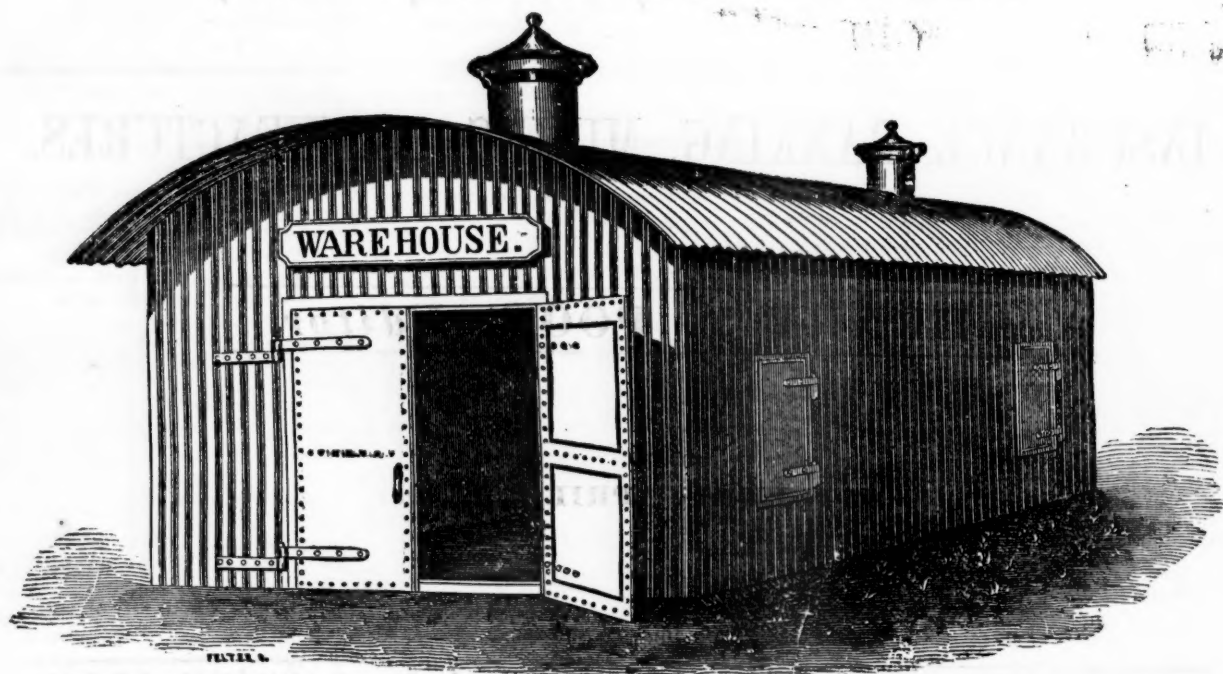
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SECOND QUARTO SERIES, VOL. XV., No. 14.]

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Messrs. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, LONDON, are the authorised European Agents for the Journal.

PRINCIPAL CONTENTS.

North Missouri Railroad.....	209
Cairo and Fulton Railroad.....	210
Eastern Shore Railroad.....	210
Columbus Railroad Convention.....	210
Finances of Cincinnati.....	211
Railroads of New Hampshire.....	211
Statistics of Ohio.....	215
Car Springs and India Rubber.....	216
Railroads in Missouri.....	216
Interest and Dividends.....	216
The Ohio Canals—Their Influence on the Prosperity of the State.....	217
Insurance Law.....	218
New York Canals.....	219
Direct Trade with Europe.....	220

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 2, 1859.

North Missouri Railroad.

The length of the completed portion of this road, from St. Louis to Hudson, the point of intersection with the Hannibal and St. Joseph railroad, is 168½ miles—thence to the Iowa State line, 68 miles—making a total length of 236½ miles.—A full statement of the affairs of the company to November 30, 1858, is given in their late report to the Board of Public Works of Missouri, from which we have condensed the following:

The total amount of subscriptions to the capital stock of the company was \$2,620,100—of which, \$2,290,750.23 had been collected; deducting from this, \$234,160.03, being amount of discount on \$1,750,000 of bonds received at par from the city and county of St. Louis, for their several subscriptions, and the net amount realized by the company in cash on the capital paid in is \$2,056,590.20.

The whole amount of State aid authorized was \$5,500,000—of which there had been issued to the company, \$1,350,000; these had been disposed of, (with the exception of \$21,000, then in the hands of the fiscal agent,) at a discount of \$645,798.38—leaving as the cash proceeds, \$3,683,201.62.

The counties of St. Charles and Randolph

claim a credit of \$77,400, on their corporate subscriptions—being the amount of private stock subscribed in those counties. The subscriptions of Adair and Schuyler counties, each for \$50,000 are applicable only to the construction of the road north of the crossing of the Hannibal and St. Joseph railroad.

The company is required to pay the interest, semi-annually, at the rate of 6 per cent. per annum, on the \$500,000 of bonds, issued to the company by the city of St. Louis, until the the road is completed and in operation to the Northern boundary of Missouri; and on \$750,000 of the bonds issued by the county of St. Louis, at 7 per cent., averaging five years—making the amount of annual interest on city and county bonds, \$82,500. The annual interest on the State bonds then issued to the company was \$261,000—making the total annual interest on State, City and County bonds, \$343,500. The instalment of this interest, due January 1, 1859, the company failed to pay.

The liabilities of the company, other than stock, State credit, etc., (including \$137,250 State and city interest, due and unpaid) amount to \$217,637.75

To meet which, the company have:

\$329,349.77 due by stockholders, the estimated value of which is.....	\$229,949.77
21 State bonds, at par....	21,000.00
Due by fiscal agents.....	14,802.50
Cash and cash items.....	15,143.03
	<hr/> 280,895.30

Excess of assets.....\$63,257.55

The following is a statement of the cash receipts from operations of the road, and the expenditures attending the same, from the date of the first train, to November 1, 1858.

Expenditures.....	\$270,379.71
Receipts from freight....	\$104,354.38
" " passengers.....	151,805.15
	<hr/> 256,159.53
Excess of expenditures over receipts.....	\$20,220.18
Less estimated value of wood on hand.....	14,000.00
	<hr/> \$6,220.18

The total value of work done to November 1, 1858, was \$5,090,068.18; the estimated amount required to complete it to the junction, \$120,000—making the cost of opening the road to that point \$5,210,068.18. The engineer estimated the cost of

the road when finally completed to Hudson, at \$6,417,444.25; and the cash cost of the whole road, including rolling stock, at \$8,753,485.41 viz:

First division, St. Louis to the Missouri river, opposite St. Charles, 19 miles.....	\$909,590.01
Second division, St. Charles to Hudson, 168½ miles.....	4,652,895.40
Third division, Hudson, to Iowa State line, 68 miles.....	1,886,000.00
Machine shop and tools.....	135,600.00
Improvements on Missouri river....	60,000.00
Engineering.....	240,000.00
Land damages and real estate.....	300,000.00
Equipment.....	569,400.00
	<hr/> \$8,753,485.41

CONDENSED BALANCE SHEET

Showing the Expenditures, Assets and Liabilities of the Company, to November 30, 1858.

Grading.....	\$2,005,234.49
Masonry.....	378,955.73
Fencing.....	61,301.70
Bridges.....	112,114.19
Superstructure.....	881,915.47
Real estate and Land damages....	233,773.27
Discount on bonds.....	695,994.56
Interest and discount.....	566,055.39
Engineering.....	187,446.57
Locomotives.....	101,019.56
Cars of all kinds.....	134,975.35
Ballasting.....	50,730.80
Station buildings, Machine shops, Engine houses, etc.....	95,374.71
Miscellaneous.....	127,619.93
Due by stockholders....	\$329,349.76
State bonds unsold....	21,000.00
Cash and cash items....	35,235.37
	<hr/> 385,585.14

Capital stock.....	\$6,018,106.86
State bonds.....	\$2,620,100.00
Due contractors and others.....	3,250,000.00
	<hr/> 48,006.86
	<hr/> \$6,018,106.86

Between St. Louis and St. Charles, the maximum ascending grade each way is 45 feet to the mile. Between St. Charles and Hudson, the maximum grades ascending west and north are 50 feet; east and south 45 feet. The heaviest curve is 3°, or the least radius of curvature 1,910 feet. The total length of straight line is 146 miles; of curves, 22½. Of the whole distance therefore, 86.52 per cent. is straight lines. Upon the third di-

vision, the grades will not exceed 30 feet to the miles; the heaviest curve 1,910 feet radius.

An examination of this line has been made by J. B. Moulton, Esq., the State Engineer, on behalf of the Board of Public Works, as far as Mexico, in Audrain Co., 108 miles. The general features of the road are good; the characteristics being those of a first class road. The rails are all of approved weight and form; the chairs and spikes, especially those north of St. Charles, of good quality—their length and stiffness adding much to the rigidity of the road. The cross ties are small, but the number used, 3,000 to the mile, gives a sufficient bearing surface for the rails. As a general feature, the masonry is substantial; in many instances even *beautiful*—bearing evidence of economy in the plans, and care in the execution of the work. In a few instances, however, first class arch stone work had been constructed, where work of a different character, at less cost, would have answered the purpose. With few exceptions, nothing defective was found in the masonry, worthy of note. All the grades were well adjusted, being uniform, as a maximum of inclination.

There are 12 bridges between St. Louis and Mexico, of these one has two spans of 150 feet. Two single bridges have each a span of 150 feet, one bridge is 80 feet span; and the remainder from 40 to 80 feet—the total length of the 12 bridges is 850 feet. Three of these were considered as insufficient in strength, and mechanics were at work on their renewal. With these exceptions, the bridges deserve notice as being superior in strength and workmanship. The road bed, and the material used in the construction, with few exceptions, possess the necessary requisites of a first class road.

The officers of the company are,
THOMAS B. HUDSON, *President*.

MAJOR ROBERT WALKER, *Chief Engineer and Superintendent*.

J. C. HANDFORD, *Master of Transportation*.

Cairo and Fulton Railroad.

The following is a condensed statement of the affairs of this company, compiled from their report made to the Board of Public Works of Missouri, bearing date December 1, 1858.

The length of this road, as surveyed, from opposite the mouth of the Ohio to the Arkansas line, is 76.77 miles. The company also propose to construct a branch of about 8 miles in length, from the main line to Bloomfield, the county seat of Stoddard Co., or to so modify the line, as to touch that point. By this arrangement, a desirable business centre is reached. The company have also in view a connection at that point with the Iron Mountain railroad, when extended south. The estimated cost of the road is placed at \$1,650,000. This does not include the branch to, or the digression in favor of, Bloomfield. The capital stock of the company is \$1,500,000. The amount subscribed is \$1,261,775—of which, \$459,675 is held in Missouri; and \$802,100 by persons not citizens of that State. The amount of stock paid in cash is \$50,093.75. Interest at 6 per cent. is paid in stock, on all paid instalments until the completion of the road. The land resources of the company are placed at 570,507.93 acres—of which 514,500 were subscribed by the counties traversed by it—(100,000 of which by Stoddard Co., in consideration of the branch above referred to,) and 58,

007.93 donated by the Government. Of these, 400,000 acres are held in trust to secure the bonds of the company to the amount of \$1,600,000; and the remainder to provide an accumulating and fixed interest fund. Thus far, only \$500,000 have been issued—\$347,000 of which are hypothecated, or delivered on contracts, and \$153,000, at par value, are placed in the hands of agents, for the use of the company. The whole amount of State bonds authorized for the road is \$650,000; the amount issued to the company is \$250,000—of which \$180,000 have been sold at a discount of \$32,172.50; the net avails being \$147,827.50; of this sum, \$121,277.50 have been expended—leaving \$26,550 for future disbursement. The annual interest on the amount issued to the company is \$15,000. The floating debt is stated at \$8,000.—The expenditures to December 1, are as follows:

Construction	\$281,645 30
Equipment	9,200 00
Sundry accounts	129,520 86
	\$420,366 16
Less discount on bonds	32,172 50

Leaving	388,193 66
Deduct avails of State bonds	121,277 50

Expended the sum of \$266,916 16 drawn from the resources of the company properly forming the basis for the issue of State bonds.

This sum is derived from the following sources:

Instalments on Stock	\$50,093 75
Cash from Mississippi Co.	400 00
Estimated cash value of \$136,000 bonds of the company paid for 3,000 tons of iron	112,980 22
Cash advanced by directors, from loan, etc.	50,892 19
Materials and rolling stock purchased by hypothecation of \$191,000 company's bonds	52,550 00
	\$266,916 16

This road extends in a southwest direction from the bank of the Mississippi, opposite Cairo, to the northern boundary line of the State of Arkansas. An examination of the line, as far as Charleston, in Mississippi county, a distance of 12½ miles, was made on the 20th of November last, by J. B. Moulton, Esq., State Engineer, who reported that the graduation to that point was at out nine-tenths done, that a further distance of 13½ miles had been grubbed and cleared of timber, and that a large portion of the rails, chairs and spikes, and most of the cross-ties for the first 12½ miles were upon the ground, ready for use, but no track laid. No bridges are built on this portion of the line—the water-ways being spanned with filing and trestle work, which are also used in crossing cypress swamps and bayous. Of the former, there were built 3,176 feet, of the latter 544 feet. This work was well done. The value of work done and the materials furnished on the line of the road was estimated at \$207,126. At the date of the report made to the Board, 400 men were at work, rails were being laid, and locomotives, cars, etc., provided. The right of way had been secured on about 65 miles, by donation and purchase.

The lands of the company were being listed, examined and valued, preparatory to selling. Most of them were found to be first class, surpassing previous estimates, and are deemed quite sufficient to pay the entire cost of the work to which they are devoted.

The Officers of the Company are:

MASON BRAYMAN, *President*.

S. SEXTON, *V. P.*, and *Superintendent of Construction*.

GEO. R. TEASDALE, *Secretary and Treasurer*.

Eastern Shore Railroad.

We learn from the *Wilmington Gazette* that this road, which, in connection with the Delaware road, will complete the seaboard line between Norfolk and Philadelphia, has been commenced. The directors have located a part of the road, by adopting the line of the old road commenced several years since. A meeting of the directors of the several companies interested in this project was recently held at Middletown, Del., to devise means for carrying it forward. The Delaware railroad company engages to supply the thirteen miles of road in Delaware, at a cost of \$130,000. The friends of the Delaware railroad will furnish subscriptions to the amount of \$55,000; and the Eastern Shore Road which has now a subscription of \$102,600, will increase it to \$150,000, which will make one-half the cost of the road; and parties will then agree to build it for the estimates, and take the other half in the company's bonds, at par. When done, the road can be stocked and operated on reasonable terms, and the business, at very moderate estimates, will, from the start, make it remunerative to all concerned.

Mr. Sewall's estimate of the business of the first year of this road after opening gives the following result:

From through passengers	\$37,500
" " freight	31,000

Total estimated through business ..	\$68,500
Add estimated income from local business ..	17,985

Total estimated income	\$86,485
Operating expenses and repairs, (49,000 miles, run,) at 63 cents per mile	31,850

Estimated net income, first year ...	\$54,635
—Being more than 13 per cent. on \$410,600—the cost of the road.	

Columbus Railroad Convention.

The convention, representing the Baltimore and Ohio and Pennsylvania Railroads, with the lines connecting with these roads, was held at Columbus, Ohio, on the 23d ult.

The following time table was adopted:

—Leave New York at 7 A. M. and 6 P. M., by Camden and Amboy, and New Jersey Roads, and reach Cincinnati at 8 A. M. and 11 30 P. M., and make about same time to New York.

The following resolution offered by the President of the Baltimore line, was adopted:

Whereas, Moderate speed passenger trains are admitted to contribute largely to economical working and consequent net results of railroad profits. And

Whereas, The extraordinary cost of high speed should command relative remuneration for passenger service. And

Whereas, Experienced managers of the railroad system of Europe have adopted this principle in their tariff of fares as the legitimate result of experience. Therefore, be it

Resolved, That in order to inaugurate this economical and valuable principle into the American system, that each through line to competing points may, at its option, charge one dollar less per passenger between New York and such competing points, on all trains using a schedule of not less than thirty-six hours between Cincinnati and New York, and forty hours between Chicago and New York.

Freight rates occupied but little attention, but the following was passed:

Resolved, That a committee, consisting of one representative from each of the Western Roads, be appointed by their respective roads to arrange rates of freight eastward bound, and that they be instructed to fix the differences between all rail and lake, rail and river—rail, lake and canal—and that this committee meet at the Phillips House, in Dayton, Thursday, the 31st of March, at 10 A.M., and that one representative from each four Atlantic lines be invited to be present.

Barnesville and Atlantic Railroad.

The line of this proposed road commences at Barnesville, in Pike Co. Georgia, and on its way to Brunswick, is to pass through Coloden, Knoxville, Fort Valley, Perry, and Hawkinsville, and thence through Irwin and other counties, to the junction of the Brunswick and Florida road with the Main Trunk, and thence to Brunswick by that road.—The whole length of the road will be about 210 miles. We understand that over \$280,000 has been subscribed in the Counties of Houston, Pulaski and Irwin. By means of this road it is proposed to connect Brunswick with the interior of Georgia, and the States of Alabama and Tennessee.

Finances of Cincinnati.

The following statement of the receipts and disbursements of Cincinnati for the fiscal year ending February 28th, 1859, is compiled from the Sixth Annual Report of the City Auditor; to which is added a statement of the revenue, expenditures, population and public debt for the past thirty years:

Receipts.	
General Fund	\$233,607 72
Watch Fund	118,080 93
Interest Fund	192,122 87
Superior Court Fund	14,358 01
Fire Department Fund	120,153 93
Light Fund	35,436 04
Floating Debt Fund	17,028 73
Workhouse Fund	18,343 63
Sinking Fund	153,812 62
McMicken Fund	2,869 31
Total	\$905,813 29

Disbursements.	
General Fund	\$176,835 57
Watch Fund	117,851 69
Interest Fund	186,230 92
Superior Court Fund	12,141 83
Fire Department Fund	120,046 87
Light Fund	33,390 69
McMicken Fund	2,738 89
Workhouse Fund	14,000 00
Total	663,236 46

Balance in Treasury March 1, 1859 ..	\$242,576 83
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COMMON SCHOOL FUND.

Annexed is a recapitulation of the Common School Fund:	
Balance in Treasury, March 1, 1858 ..	\$51,098 31
Taxes in full for 1857	85,274 22
Taxes on account for 1858	96,886 41
Loans	30,000 00
Other sources	8,066 55
Total	\$271,325 49

Warrants redeemed this year	266,554 78
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Balance in Treasury, March 1, 1859 ..	\$4,770 71
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COLORADO SCHOOL FUND.

Balance in Treasury, March 1, 1858 ..	\$2,849 48
Taxes in full for 1857	2,925 68
Taxes on account for 1858	2,689 57
Other sources	46 74
Total	\$8,511 47
Warrants redeemed this year	4,888 25

Balance in Treasury, March 1, 1859 ..	\$3,623 22
---------------------------------------	------------

TAX LEVY.

The total levy on the duplicate for the year 1858 for all the funds was 10.40 mills; the apportionment \$1,079,412 16; amount received into the Treasury for taxes \$365,500; amount due \$722,912 16.

DEBTS DUE TO AND OWING BY THE CITY.

The total of debts due to the city was \$1,524,966 85; and of debts owing by the city \$3,769,000 00. The total payment of interest paid by the city was \$2,150,000.

CITY PROPERTY.

We subjoin a recapitulation of the city property:	
Market houses and public landings, estimated value	\$2,000,000 00
School property	616,846 00
Fire department property	346,142 92
City Property, Miscellaneous	908,358 30
City Water Works	1,000,000 00
Whitewater Canal stock	400,000 00
Debts due the city	1,525,057 26
Total city property	\$6,796,404 48

SPECIAL TAXES.

The total amount of taxes for improving streets was \$112,122 29, on 133,118 feet.

The assessment for lighting streets from September 20, 1857, to September 20, 1858, was \$27,762 29, for 291,543 feet 7 inches, on which were 1,388 lamps.

REVENUE, EXPENDITURES, POPULATION AND PUBLIC DEBT OF THIRTY YEARS.

The following table shows the increase in the revenue, expenditure, population and public debt of the city for the last thirty years:

Year	Increase Revenue.	Increase Ex'tures.	Popu- lation.	Pub'c D'ts.
1830	28,831			\$97,100
1831				35,231
1832	114,100 65	114,885 25		109,284
1833				119,908
1834				139,335
1835	52,168 40	32,927 24	31,000	148,658
1836	16,004 48	27,700 50		240,000
1837				240,000
1838	8,840 66	7,306 82		241,352
1839	Decrease.	13,714 32		305,673
1840	59,784 63	Decrease.	46,382	725,000
1841	Decrease.		51,020	865,000
1842	29,012 20	31,321 67	55,122	1,145,000
1843	11,347 03	Decrease.	61,734	1,167,857
1844	26,763 17	18,478 55	67,907	1,175,928
1845	3,294 44	38,300 43	74,699	1,280,149
1846	27,677 89	Decrease.	82,167	1,332,816
1847	7,440 28	33,633 29	90,384	1,340,378
1848	228,488 66	54,009 96	99,422	1,649,717
1849	Decrease.	14,847 11	109,314	1,666,366
1850	173,001 31	202,853 15	115,438	1,750,000
1851	112,242 98	16,457 17	132,330	1,840,000
1852	Decrease.	145,563	2,240,000	
1853	247,873 35	29,822 02	165,000	2,520,000
1854	5,554 35	50,061 09	170,000	2,929,000
1855	158,816 53	113,625 24	190,000	3,181,000
1856			210,000	3,445,000
1857	Decrease.	4,734 48	215,000	3,719,000
1858	245,320 41	Decrease.	225,000	3,719,000
1859	161,214 65	167,966 48	230,000	3,869,000

St. Louis, Alton and Rock Island Railroad.

According to an act passed by the last legislature of Illinois, the title of the Rock Island and Alton railroad company has been changed as above. The Winchester Chronicle of 12th ult., says that the work on this road will now be pushed forward rapidly. There is a force of about two hundred hands at work in that county. The grading is all done from Beardstown to the Great Western, and the ties are on the spot ready to be laid down. The Engineers think that the road can be completed to the St. Louis, Alton and Chicago railroad by September or October next.

Railroads of New Hampshire.

We give herewith a statement of the railroads of New Hampshire, from the opening of the Concord railroad in 1842 to the present time. It presents a complete summary of the operation of all the railroads in the State, for a period of 16 years. The railroads running into this State but lying chiefly in other States are not included—an account of these more properly coming under a description of railroads of other States.

The total aggregate expenditure upon all the railroads in the State at the date of the annual report of the Railroad Commissioners in June last, adding together that for the several years, has been \$158,412,974. The total gross earnings have been, \$16,631,301; the current expenses, \$9,367,459; net earnings, \$7,263,842. Receipts from passengers, \$6,176,991; receipts from freight \$9,284,760; receipts from mails, etc. \$563,050.

The rate of gross earnings to cost has been about 11 per cent.; net, was nearly 5 per cent. A better result would have been shown, had the railroads lying partially in the State, such as the Nashua and Lowell, and Boston and Maine, been included. The reason why so few dividends have been paid, has been due to the embarrassed state of the finances of the companies, rather than to a lack of earnings.

RECAPITULATION

Showing the cost, earnings, etc., etc., of the New Hampshire Railroads, from the opening of the Concord Railroad to the present time.

Year.	Length.	Cost.	Gross Receipts.	Current Expenses.	Net Receipts.	Receipts from Freight.	Do. Mails.
1843	35	\$725,059	\$70,912	\$27,184	\$43,728	\$18,084	\$1,068
1844	35	742,223	130,080	65,167	64,913	65,430	860
1845	35	766,414	181,812	82,929	98,883	90,089	1,196
1846	35	779,581	228,479	135,055	93,424	109,971	1,568
1847	35	1,042,718	290,228	176,453	113,775	141,117	1,668
1848	158	4,819,771	499,020	280,143	218,877	290,780	15,078
1849	171	6,764,402	776,392	316,194	460,198	428,769	17,972
1850	320	10,809,640	1,114,160	568,896	545,264	597,153	39,980
1851	393	12,455,732	1,117,342	658,463	458,879	502,227	49,154
1852	440 1/2	14,252,832	1,307,123	656,476	650,646	639,920	60,746
1853	487 1/2	16,212,119	1,600,859	869,492	731,366	610,030	60,181
1854	531	17,064,659	1,573,140	1,069,584	503,556	577,019	62,787
1855	582 1/2	17,884,732	2,044,716	1,184,108	860,608	680,266	62,888
1856	582 1/2	18,205,116	2,009,009	1,301,302	707,699	624,942	63,888
1857	639	18,444,634	1,717,474	1,079,776	637,698	624,749	64,718
1858	639	17,481,961	1,672,152	1,001,237	670,915	624,749	64,718
Total	4,825	\$158,412,974	\$16,631,301	\$9,367,459	\$7,263,842	\$9,284,760	\$563,050

In the statement for 1858, the cost of the Concord and Portsmouth railroad, shows a reduction from the previous year of nearly \$800,000. This road has been sold under a mortgage, and the sum given for 1858 represented the cost of the road

to the present owners. The reduced cost of the Ashuelot railroad is due to the appropriation of its earnings to the payment of its debts. As this road is leased to the Connecticut river railroad for an annual rent of \$30,000, this sum is used to express

the gross as well as the net earnings, of this road. A similar remark may be made in reference to the Wilton railroad, which is leased to the Nashua and Lowell.

Statement showing the cost, earnings, etc., etc., of all the Railroads of New Hampshire, from the opening of the first road the present time.

Name of Road.	Length.	Cost.	Gross receipts.	Current expenses.	Net receipts.	Rec'd from pass'gers.	Rec'd from freight.	Do. miscellaneous.	Dividend.
Concord, 1843.	35	\$725,050	\$70,912	\$27,184	\$43,728	\$48,034	\$21,808	\$1,068	5
" 1844.	35	742,223	139,080	65,167	73,913	72,799	65,420	860	9
" 1845.	35	756,444	181,842	82,929	98,913	90,545	90,099	1,196	13
" 1846.	35	779,581	228,479	135,055	93,424	109,971	115,469	3,038	10
" 1847.	35	1,042,718	290,228	176,453	113,775	133,545	141,117	15,568	10
1848.									
Cheshire.	54	1,905,456	80,033	47,068	32,965	34,294	43,387	2,352	..
Concord.	35	1,350,000	311,236	180,698	130,538	138,907	159,602	12,726	10
Northern.	69	2,464,315	102,751	52,377	50,374	45,000	57,751	.....	..
Total.	158	\$4,819,771	\$494,020	\$280,143	\$228,877	\$218,201	\$260,740	\$15,078	..
1849.									
Cheshire.	54	\$2,618,069	\$172,106	\$61,030	\$111,076	\$72,863	\$92,240	\$7,002	2 1/2
Concord.	35	1,350,000	318,257	179,872	138,385	135,337	172,950	9,970	10
Northern.	82	2,796,633	286,569	119,292	167,277	113,000	163,569	1,000	3 1/2
Total.	171	\$6,764,702	\$776,932	\$316,194	\$416,738	\$321,200	\$428,759	\$17,972	....
1850.									
Boston, Concord and Montreal.	51	\$1,282,945	\$118,805	\$62,159	\$56,646	\$60,000	\$58,802	.....	..
Cheshire.	54	2,739,318	208,414	92,588	115,826	98,747	99,825	\$9,841	3
Concord.	35	1,386,788	296,908	148,934	147,974	127,892	158,641	10,374	9
Contoocook Valley.	14 1/2	165,000	2,483	1,587	896	1,278	1,205	.....	..
Cocheco.	17 1/2	426,039	28,890	19,121	9,769	10,602	16,854	1,434	..
Manchester and Lawrence.	26 1/2	812,728	81,836	55,210	26,626	43,285	32,527	6,024	7
Sullivan.	24 1/2	930,062	55,702	26,334	29,368	24,487	29,463	1,750	..
Great Falls and Conway.	6 1/2	133,520	6,178	6,365	.....	3,747	2,431	.....	..
Wilton.	8 1/2	130,637	32,636	20,706	11,930	16,318	16,318	.....	6
Northern.	82	2,795,603	282,308	130,892	151,416	110,797	160,953	10,557	..
Total.	320	\$10,802,640	\$1,114,180	\$563,896	\$550,449	\$497,153	\$577,019	\$39,980	....
1851.									
Boston, Concord and Montreal.	51	\$1,347,445	\$100,804	\$55,759	\$45,045	\$52,136	\$44,191	\$3,676	..
Cheshire.	54	2,777,843	222,295	99,226	123,069	101,657	110,019	10,617	..
Concord.	35	1,390,598	307,862	170,896	136,966	138,555	157,277	12,029	7
Cocheco.	28	661,673	34,288	19,019	15,269	15,962	16,600	1,726	..
Contoocook Valley.	14 1/2	209,063	10,419	8,532	2,787	5,955	4,464	.....	..
Great Falls and Conway.	12 1/2	204,013	12,910	13,213	.....	5,921	6,989	.....	..
Manchester and Lawrence.	26 1/2	816,726	Run by the Concord Railroad.	.....	.....	.....	.....	.....	7
Merrimack and Connecticut Rivers.	53	1,046,935	70,626	33,771	36,855	35,151	33,655	1,820	..
Northern.	82	2,768,400	287,957	124,409	163,548	110,528	162,009	15,420	4
Sullivan.	24 1/2	1,071,801	52,434	25,603	26,831	26,591	22,757	3,086	..
Wilton.	12	159,235	17,747	8,030	9,717	9,676	7,291	780	6
Total.	393	\$12,463,732	\$1,117,342	\$558,463	\$562,074	\$502,227	\$565,252	\$49,154	....
1852.									
Ashuelot.	24	\$496,947	\$30,000	.....	\$30,000	.....	.....	.....	..
Boston, Concord and Montreal.	71	1,930,533	141,204	\$68,880	72,324	\$60,000	\$81,204	.....	..
Cheshire.	54	3,002,094	287,768	187,003	100,705	119,745	157,379	\$10,643	3
Concord.	35	1,398,347	337,884	170,062	167,822	152,538	174,665	10,679	9
Cocheco.	28	757,161	34,228	21,349	12,879	16,159	16,312	1,756	..
Contoocook Valley.	14 1/2	222,452	16,096	15,076	1,020	8,111	7,986	.....	..
Great Falls and Conway.	12 1/2	211,102	12,147	8,621	4,526	6,500	5,647	.....	..
Manchester and Lawrence.	26 1/2	884,552	Run by the Concord Railroad.	.....	.....	.....	.....	.....	7
Merrimack and Connecticut Rivers.	53	1,164,993	72,687	37,754	34,934	31,128	36,052	5,507	..
Northern.	82	2,768,400	292,762	138,768	153,993	105,770	176,588	10,403	5
Sullivan.	24 1/2	1,193,251	60,210	29,586	30,624	29,331	24,903	5,976	..
Wilton.	15 1/2	223,000	21,137	9,317	11,820	11,137	10,000	.....	6
Total.	440 1/2	\$14,252,832	\$1,307,123	\$656,476	\$620,545	\$539,920	\$690,746	\$44,964	....
1853.									
Ashuelot.	24	\$499,581	\$30,000	.....	\$30,000	.....	.....	.....	..
Boston, Concord and Montreal.	71	2,540,217	150,538	\$70,879	79,659	\$60,538	\$90,000	.....	..
Cheshire.	54	3,075,195	315,299	185,596	129,703	123,010	182,060	\$10,228	5
Concord.	35	1,409,097	305,805	163,969	141,836	113,336	181,107	11,361	8
Contoocook Valley.	14 1/2	218,114	30,407	13,332	17,075	14,784	15,622	.....	..
Cocheco.	28	767,360	46,626	23,328	23,298	18,370	25,016	3,240	..
Concord and Portsmouth.	47	1,054,000	77,197	58,230	18,967	37,000	40,197	.....	..
Great Falls and Conway.	12 1/2	225,829	15,143	6,599	8,544	6,002	8,873	268	..
Manchester and Lawrence.	26 1/2	900,662	124,453	72,231	52,222	56,248	62,778	5,427	7
Merrimack and Connecticut Rivers.	53	1,248,575	97,440	55,777	41,663	34,498	56,336	6,206	..
Northern.	82	2,768,400	323,782	165,706	163,076	102,673	211,753	14,355	2 1/2
Sullivan.	24 1/2	1,275,654	63,570	44,307	19,268	29,901	30,814	2,855	..
Wilton.	15 1/2	229,435	25,599	9,539	16,060	13,670	11,521	408	6
Total.	487 1/2	\$16,242,119	\$1,600,859	\$669,492	\$741,366	\$610,030	\$906,077	\$54,348	....

1854.									
Ashuelot	24	\$505,309	\$30,000	.....	\$30,000	.....	.....	.....	..
Boston, Concord and Montreal	93½	2,672,438	233,234	\$112,400	120,834	\$93,234	\$140,000	.....	..
Cheshire	54	3,181,997	372,892	241,876	131,016	139,186	220,482	\$13,224	2
Concord	35	1,433,508	329,744	171,112	158,632	123,322	197,206	9,216	8
Contoocook Valley	14½	258,863	20,332	11,969	8,363	9,033	10,776	1,050	..
Cocheco	28	784,724	52,111	25,628	26,483	20,870	28,001	3,240	..
Concord and Portsmouth	47	1,039,757	101,658	60,263	41,395	45,992	51,657	4,336	..
Great Falls and Conway	12½	267,293	15,724	7,256	8,468	6,462	8,792	470	..
Manchester and Lawrence	26½	975,513	160,764	98,092	62,672	69,404	86,603	4,656	..
Merrimack and Connecticut Rivers	53	1,286,274	110,937	58,841	52,096	35,001	64,097	3,063	..
Northern	82	2,768,400	370,528	232,229	138,299	111,621	241,519	17,358	2½
Sullivan	24½	1,297,500	70,326	45,177	25,149	33,004	33,782	3,539	..
White Mountains	21	361,721	12,042	4,742	7,300	.....	.....	.....	..
Wilton	15½	231,362	16,408	.....	16,408	.....	.....	.....	6
Total	531	\$17,064,659	\$1,873,140	\$1,069,584	\$827,114	\$677,129	\$1,082,915	\$60,181	....
1855.									
Ashuelot	24	\$502,209	\$30,000	.....	\$30,000	.....	.....	.....	..
Boston, Concord and Montreal	93½	2,771,310	296,282	\$154,331	140,951	\$100,496	\$178,548	\$16,239	..
Cheshire	54	3,179,686	380,228	236,656	143,562	135,519	231,471	13,229	2
Concord	35	1,477,776	352,032	245,689	106,343	126,871	217,511	9,650	7
Contoocook Valley	14½	257,069	25,000	20,000	5,000	10,000	15,000	.....	..
Concord and Portsmouth	47	1,240,185	86,447	60,422	26,025	.....	.....	.....	..
Great Falls and Conway	14	309,272	18,348	8,727	9,621	8,009	9,936	402	..
Manchester and Lawrence	26½	1,003,997	188,174	104,991	83,183	72,533	108,225	5,414	7
Merrimack and Connecticut Rivers	53	1,286,274	78,932	43,266	35,666	26,848	50,863	1,220	..
Northern	82	3,068,400	422,100	221,212	200,888	123,084	289,579	10,136	..
Sullivan	24½	1,320,730	80,737	57,347	23,390	36,490	41,359	2,888	..
White Mountains	21	399,534	22,519	6,992	15,527	.....	.....	.....	..
Wilton	15½	228,181	13,196	.....	13,196	.....	.....	.....	6
Cocheco	28	820,176	52,018	24,475	27,543	20,416	28,023	3,579	..
Total	532½	\$17,884,792	\$2,044,716	\$1,184,108	\$860,893	\$660,266	\$1,180,575	\$62,787	....
1856.									
Ashuelot	24	\$504,309	\$30,000	.....	\$30,000	.....	.....	.....	..
Boston, Concord and Montreal	93½	2,770,860	286,950	\$163,378	123,572	\$94,094	\$183,629	\$9,226	..
Cheshire	54	3,180,702	355,629	242,550	113,079	118,341	224,644	12,623	2
Concord	35	1,477,736	335,948	224,501	111,447	120,787	207,404	7,758	6
Contoocook Valley	14½	257,069	32,887	32,488	399	9,636	21,925	1,325	..
Cocheco	28	847,139	52,018	24,475	27,543	20,416	28,023	3,579	..
Concord and Portsmouth	47	1,108,859	80,650	60,429	20,221	.....	.....	.....	..
Great Falls and Conway	20	387,900	29,106	19,364	9,732	11,077	16,734	595	..
Manchester and Lawrence	26½	1,000,000	189,789	110,303	79,486	75,191	108,641	5,956	4
Merrimack and Connecticut Rivers	53	1,286,681	80,977	59,411	21,566	27,457	46,966	6,566	..
Northern	82	3,423,136	417,583	285,207	132,376	114,252	287,247	16,095	2
Sullivan	24½	1,333,212	75,246	50,196	19,050	33,691	38,439	3,115	..
White Mountains	21	399,534	28,164	23,000	5,164	.....	.....	.....	..
Wilton	15½	227,979	14,065	.....	14,065	.....	.....	.....	5½
Total	538½	\$18,205,116	\$2,009,009	\$1,301,302	\$707,699	\$624,942	\$1,163,652	\$66,838	....
1857.									
Ashuelot	24	\$500,000	\$30,000	.....	\$30,000	.....	.....	.....	..
Boston, Concord and Montreal	93½	2,848,976	263,113	\$155,742	107,371	\$89,446	\$167,344	\$6,321	..
Cheshire	54	3,082,757	322,576	228,610	93,966	112,187	196,721	13,668	2
Concord	35	1,500,000	317,058	215,867	101,181	114,982	194,650	7,417	7
Contoocook Valley	14½	257,059	29,066	28,131	935	8,826	18,804	1,436	..
Cocheco	28	847,139	47,775	23,563	24,212	18,964	25,318	3,503	..
Concord and Portsmouth	47	1,108,859	80,650	60,429	20,221	.....	.....	.....	..
Great Falls and Conway	20	421,913	26,371	12,579	13,792	11,279	14,129	963	..
Manchester and Lawrence	26½	1,100,000	Run by the Concord R. R.	.....	.....	.....	.....	.....	7
Merrimack and Connecticut Rivers	53	1,281,504	76,259	54,105	22,154	27,532	43,000	5,727	..
Northern	82	3,531,136	418,032	228,602	189,430	109,985	295,448	12,599	4
Sullivan	25	1,368,037	70,105	52,148	17,957	32,348	34,671	3,084	..
White Mountains	21	371,037	21,951	20,000	1,951	.....	.....	.....	..
Wilton	15½	232,227	14,526	.....	14,526	.....	.....	.....	6
Total	539	\$18,444,634	\$1,717,474	\$1,079,776	\$637,696	\$524,740	\$990,583	\$54,718	....
1858.									
Ashuelot	24	\$395,518	\$30,000	.....	\$30,000	.....	.....	.....	..
Boston, Concord and Montreal	93½	2,787,082	235,805	\$134,737	101,068	\$74,219	\$150,385	\$11,197	..
Cheshire	54	3,080,831	297,332	188,815	108,527	97,237	185,806	14,298	..
Concord and Manchester and Lawrence	35	1,500,000	434,985	253,616	181,819	159,141	257,978	17,821	8
Contoocook Valley	14½	257,069	19,139	31,288	.....	6,037	12,248	804	..
Cocheco	28	847,139	47,775	23,563	24,212	18,964	25,318	3,503	..
Concord and Portsmouth	47	250,000	58,488	39,125	19,363	25,219	29,623	3,686	..
Great Falls and Conway	20	482,995	25,143	11,514	13,629	9,842	14,301	1,000	..
Manchester and Lawrence	26½	1,100,000	Run by the Concord R. R.	.....	.....	.....	.....	.....	8
Merrimack and Connecticut Rivers	53	1,281,504	58,510	44,378	14,132	21,115	32,953	5,661	..
Northern	82	3,642,259	365,859	206,688	159,171	100,718	252,661	12,499	4
Sullivan	25	1,250,000	61,951	47,767	14,184	28,335	30,215	3,341	..
White Mountains	21	371,337	20,931	19,647	1,284	6,393	13,041	1,550	..
Wilton	15½	232,227	16,278	.....	16,278	.....	.....	.....	6
Total	539	\$17,431,961	\$1,672,152	\$1,001,237	\$683,065	\$547,280	\$1,004,529	\$75,860	....

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Road	Capital paid in.	Debt	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.
Atlantic & St. Lawrence	149	2,494,900	3,482,000	6,928,941	545,752	150,224	6	---
Androscog. & Kennebec	55	467,909	1,835,303	2,210,947	169,518	53,308	none	---
Kennebec & Portland	72	1,107,528	1,763,738	2,871,264	213,255	---	---	---
Port., Saco, & Portland	51	1,396,400	---	1,396,373	263,717	120,909	6	90
Boston, Concord, & Montreal	93	---	1,104,586	2,849,977	324,767	174,025	16	---
Quebec	54	899,313	3,179,687	3,565,292	113,077	---	---	---
Concord	35	1,500,000	8,242	1,412,576	317,056	125,664	6	51 1/2
Northern, N. H.	82	3,068,400	406,286	3,068,400	365,880	156,996	4	47 1/2
Con't & Passumps. Riv.	90	1,000,000	800,000	1,784,148	177,588	73,401	none	---
Butland & Burlington	117	2,233,376	4,168,765	4,684,008	332,215	41,688	none	---
Vermont and Canada	47	1,350,000	---	1,380,695	Leas'd to Vt. Cent.	---	---	---
Vermont Central	122	5,000,000	5,276,299	8,402,065	705,831	127,389	6	---
Boston and Lowell	74	1,830,000	438,920	2,412,251	435,863	171,882	6	83
Boston and Maine	24	4,076,974	---	4,229,481	770,002	305,502	6	99 1/2
Boston and Providence	43	8,160,000	239,720	3,534,458	344,176	245,144	6	94 1/2
Boston and Worcester	44	4,500,000	699,974	4,844,779	1,019,149	388,513	6	95 1/2
Cape Cod	47	681,690	291,007	1,031,625	122,960	39,899	6	49 1/2
Connecticut River	50	1,591,110	275,772	1,801,244	267,710	85,096	3	69 1/2
Eastern, Mass.	60	2,583,400	2,441,373	6,082,607	616,150	272,479	6	95 1/2
Fitchburg	67	3,640,000	100,000	3,872,821	668,974	250,343	6	95 1/2
N. Bedford and Taunton	21	600,000	---	641,580	168,925	27,827	6	---
Old Coy. & Fall River	77	3,015,100	260,100	3,362,949	683,367	305,140	6	100 1/2
Vermont and Mass.	69	2,232,541	1,019,148	3,241,975	240,133	52,267	none	18 1/2
Western, Mass.	165	5,150,000	6,839,080	10,496,005	2,111,982	889,763	8	108
Worcester and Nashua	46	1,141,000	205,565	1,351,271	216,888	82,720	4	86
Providence and Worcester	43	1,510,020	300,000	1,781,048	344,773	155,044	7	47
Hartford and N. Haven	72	2,850,000	944,000	3,329,602	769,065	340,835	10	1.04
Hart'd, Prov. and Fishkill	122	1,936,246	2,182,692	4,205,916	273,428	112,325	none	---
Housatonic	74	2,000,000	423,685	2,438,547	318,475	109,344	none	---
Naugatuck	57	1,031,800	624,244	1,580,723	237,410	114,237	---	---
N. York and N. Haven	62	2,980,836	2,323,240	6,258,232	1,157,055	254,609	3	45
N. Haven and N. London	60	738,258	761,462	1,450,318	86,007	30,318	none	---
N. London, W. & Palmer	66	510,700	1,052,000	1,603,230	120,571	61,644	none	---
Norwich and Worcester	66	2,122,300	724,183	2,698,371	265,417	44,447	---	---
Albany Northern	32	439,055	1,625,098	1,840,695	117,718	9,904	---	---
Black River and Utica	36	433,330	317,553	974,323	In progr.	---	---	---
Buffalo, Conn. and N. Y.	100	1,487,874	1,501,183	2,819,096	172,476	66,333	none	---
Buffalo and N. Y. City	92	798,439	2,637,849	3,401,868	288,392	31,899	none	---
Buffalo and St. Line	69	1,300,000	1,040,000	2,494,364	679,750	355,763	10	---
Canandaigua and Elmira	47	434,111	922,393	1,275,796	174,089	69,506	---	---
Canandaigua & Niagara F's	131	1,315,000	2,279,854	3,495,832	135,433	48,649	none	---
Cayuga & Susquehanna	36	687,000	506,889	1,187,592	1,902,828	688,580	none	32 1/2
Hudson River	144	3,758,466	9,250,362	12,737,898	329,151	56,186	none	10 1/2
Long Island	95	3,000,000	647,193	2,555,986	574,027	104,120	8	7 1/2
New York Central	556	24,182,400	14,402,835	30,732,518	5,543,413	3,041,120	8	10 1/2
New York and Erie	404	11,000,000	28,011,463	34,469,324	5,742,007	324,891	none	12
New York and Harlem	138	5,717,100	4,822,498	8,768,203	1,040,393	334,891	---	---
Northern, N. Y.	113	1,633,022	4,406,874	5,470,714	620,153	135,754	none	1
Oswego and Syracuse	35	304,130	213,025	752,031	149,378	78,754	---	---
Pottsdam and Watertown	29	467,200	294,189	749,683	In progr.	---	---	---
Rensselaer & Saratoga	26	610,000	140,000	896,423	241,149	82,600	7	---
Saratoga and Whitehall	45	600,000	395,800	1,719,009	21,089	---	---	---
Syracuse & Binghamton	80	768,369	1,578,804	2,272,777	159,484	22,903	none	---
Troy and Boston	27	437,830	737,079	1,109,822	166,303	55,184	---	---
Watertown and Rome	97	1,500,000	700,979	2,200,500	440,290	162,037	3 1/2	50
Belvidere Delaware	64	1,000,000	1,619,000	2,644,000	243,393	114,632	none	---
Camden and Amboy	94	3,000,000	11,407,200	8,794,095	1,640,757	694,114	12	120
Camden and Atlantic	90	848,000	1,560,854	1,738,171	117,359	45,442	---	---
New Jersey Central	303	3,455,000	788,544	3,660,017	911,611	684,951	10	136
Morris and Essex	41	1,557,900	340,000	1,684,127	237,760	101,642	3 1/2	---
Allegheny Valley	44	1,557,900	609,048	1,700,000	85,000	45,450	---	---
Cataw. Wil. & Erie	63	1,700,000	1,940,000	3,640,000	219,253	52,450	---	---
Cumberland Valley	52	1,018,900	213,509	1,226,675	156,463	77,92	---	---
Del. Lack. & Western	170	3,292,772	6,194,561	8,013,761	816,768	41,139	6	45
Erie and North East	20	600,000	180,000	760,000	---	---	---	---
Philad. & Sunbury	33	600,000	1,200,000	1,348,812	89,535	33,335	---	---
Little Schuylkill	28	2,606,100	546,222	3,407,651	353,301	255,980	9	---
North Penn.	56	3,051,805	2,820,165	5,106,341	248,784	136,597	---	---
Pennsylvania	256	13,206,625	16,690,524	27,266,982	4,855,670	1,554,927	6	8 1/2
Phil. and Reading	98	11,275,541	9,423,506	19,263,720	3,055,622	1,083,776	10	50 1/2
Phil. Wil. and Baltimore	91	6,000,000	2,673,450	8,568,369	1,143,853	378,876	4	35 1/2
Phil. Germ. & Norrist'n	68	899,359	376,800	1,274,150	206,981	118,443	9	---
Pittb. and Connettsville	32	1,221,277	290,000	914,695	In progr.	142,626	---	---
Bunbury and Erie	209	3,676,030	875,293	3,238,293	103,800	49,599	---	---
Williamsport and Elmira	78	1,900,000	1,990,000	3,464,454	274,594	167,458	---	---
Baltimore and Ohio	382	13,118,902	10,986,804	24,802,645	3,894,480	1,325,237	68 1/2	---
Washington Branch	41	1,656,000	25,000	1,650,000	309,229	124,981	6	---
Northern Central, Md.	84	2,260,000	5,411,319	7,288,540	761,693	234,284	---	---
North-Western Va.	165	468,305	6,719,229	5,322,150	284,004	000,000	---	---
Alexandria and Lynchburg	97	1,457,000	1,006,484	2,028,086	376,741	188,842	---	---
South Side	123	1,371,800	2,136,274	3,368,000	376,297	188,846	---	---
Virginia Central	175	3,122,968	1,833,170	6,334,280	585,832	299,776	none	---
Virginia and Tennessee	204	3,503,200	3,261,955	6,765,155	468,191	224,240	---	---
Richmond and Danville	140	1,977,399	326,407	3,487,685	461,915	255,386	---	---
Richmond & Petersburg	22	834,600	230,856	1,205,412	160,906	85,180	6	---
Rich'd, Fred. & Potomac	130	1,000,000	730,556	1,708,189	232,172	120,212	7	---
Petersburg and Roanoke	63	769,000	168,602	1,009,116	263,874	128,661	4	---
North Carolina	228	1,000,000	---	4,235,000	secondly opened.	---	---	---
Washington & Weldon	123	1,344,213	590,000	1,340,213	446,583	225,442	7	---
Wilmington & Manchester	171	1,125,535	1,416,909	2,475,105	404,014	240,955	---	---
Wilmington & Gaston	97	970,300	128,200	1,240,241	200,917	108,941	2 1/2	---
Charlotte and S. Carol.	109	1,201,000	280,000	1,710,045	240,722	121,565	6	---
Greenville & Columbia	165	1,293,464	988,800	1,999,080	213,960	206,774	---	---
Greenville & Spartanburg	102	886,650	1,511,990	1,907,478	99,404	58,272	---	---
South Carolina	208	1,179,205	3,318,625	7,698,087	1,449,590	740,385	9	---
Atlanta and La Grange	87	1,000,000	199,000	1,171,707	317,770	191,892	7 1/2	---
Georgia	211	1,168,000	476,896	1,744,491	1,036,672	326,171	7 1/2	---
Georgia Central	191	3,725,910	291,787	3,750,000	1,122,048	582,210	10	---
Georgia and Western	192	1,438,660	96,000	1,600,000	293,261	182,627	8	91
Montgomery & W. Point	116	1,414,920	992,884	2,444,723	390,884	175,171	---	---

U. S. GOVERNMENT SECURITIES

Loan, 6 per ct.	OFF'D. ASKED	Per ct.	Loan, 6 per ct.	OFF'D. ASKED	Per ct.
Do. 6 do.	1862-165	105 1/2	Do. 6 do.	1869-109	109 1/2
Do. 6 do.	1867-109 1/2	110	Do. 6 do.	1865-102	102 1/2
Do. 6 do.	1868-109 1/2	110	Do. 6 do.	1874-104	104 1/2

STATE SECURITIES.

Maine, 6 per ct.	1860-101 1/2	103	Indiana, Can. Loan 6 per ct.	---	---
Massachusetts, 5 per ct. 1869-100	100 1/2	103	Do. do. pref. 5 do.	7 1/2	---
New York, 6 per ct. 1860-100 1/2	103	105	Kentucky, 6 per ct. 1869-72-104	105	---
Do. 6 do. 1864-102	105	106	Louisiana, 6 do. op. long.	97	---
Do. 6 do. 1866-104	107	107	Maryland, 6 do. op. 1870-90-105	106 1/2	---
Do. 6 do. 1872-111	113	113	Do. 6 do. op.	91 1/2	---
Do. 5 1/2 do. 1880-61-100	101	101	Missouri, 6 do. op. 1872-86 1/2	86 1/2	---
Do. 5 1/2 do. 1886-101	103 1/2	103 1/2	N. Carolina, 6 do. op. 1873-89	89 1/2	---
Do. 5 do. 1889-60-100	102	102	Ohio, 6 do. op. 1880-101 1/2	102	---
Do. 5 do. 1890-74-101	103 1/2	103 1/2	Do. 6 do. op. 1875-107	107 1/2	---
Do. 4 1/2 do. 1868-69-64-90	90	100	Do. 6 do. op. 1886-107 1/2	108	---
Alabama, 5 do. coup.	85	90	Do. 6 do. op. 1896-96 1/2	96 1/2	---
California, 7 do. coup. 1877-81	83	83	Penna., 5 do. op.	93 1/2	---
Georgia, 6 do. op. 1872-100	101	101	Do. 5 do. op. 1880-95 1/2	95 1/2	---
Florida Int. Imp. 7 p. ct. 1891-86	86	86	Tennessee, 5 do. op.	91 1/2	---
Illinois Int. Imp. 6 per ct. 1847-104 1/2	105	105	Do. 6 do. op.	91 1/2	---
Indiana, 6 do.	90	91	Do. 6 do. op.	91 1/2	---
Do. 2 1/2 do.	60	62	Virginia, 6 do. op. 1888-97 1/2	97 1/2	---
Iowa, 1868, January, July-100	110	110			

Railroad Bonds.

NAMES OF COMPANIES. (The following quotations are as interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$838,000	1st mortgage, convertible	7	1st Jan. 1st July	N.Y.	1872	50	
Buffalo and State Line	500,000	Do. inconvertible	7	April, October	"	1866	90	
Bellefontaine and Indiana	600,000	Do. convertible	7	Jan'y, July	"	1866	75	
Do. do.	200,000	Real estate, convertible	7	Jan'y, July	"	1868		
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August	"	1869		
Central Ohio	1,250,000	1st mort. conv. east. sec.	7	Divers	"	1861-64	60	
Do. do.	800,000	2d do. inconvertible	7	March, Sept.	"	1865	40	
Cincinnati, Hamilton, and Dayton	500,000	1st mortgage inconvertible	7	20 Jan. 20 July	"	1867	90	
Do. do.	465,000	2d do. do.	7	May, Novemb.	"	1880	79	
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1862	7	Jan'y, July	"	1868		
Cincinnati, Wilmington, and Zanesville	1,300,000	Do. convertible	7	May, Novemb.	"	1862	98	
Cleveland, Painesville, and Ashtabula	867,000	Do. inconvertible	7	Feb'y, August	"	1861	67 1/2	
Cleveland and Pittsburgh	800,000	Do. convertible	7	Feb'y, August	"	1860	60	
Do. do.	1,200,000	Do. on Branches	7	March, Sept.	"	1873	75	
Cleveland and Toledo	625,000	Do. inconvertible	7	Feb'y, August	"	1863	30	
Chicago and Mississippi	800,000	Do. conv. till 1857	7	April, October	"	1862-72	30	
Do. do.	1,200,000	Do. inconvertible	7	April, October	"	1862-72	60	
Covington and Lexington	400,000	Do. do.	6	April, October	"	1867	47	
Do. do.	1,000,000	2d mortgage, convertible	7	March, Sept.	"	1883	89 1/2	
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, do.	7	April, October	"	1875	77	
Florida Free Land	1,500,000	Do. not convertible	7	March, Sept.	"	1891	72 1/2	
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Jan'y, July	"	1873	92	
Gaens and Chicago	2,000,000	Do. inconvertible	7	Feb'y, August	"	1863	90 1/2	
Do. do.	2,000,000	2d mortgage, do.	7	May, Novemb.	"	1875	90 1/2	
Great Western (Illinois)	1,000,000	1st mortgage, do.	10	April, October	"	1868	87 1/2	
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	8	April, Oct.	"	1863		
Jeffersonville	300,000	Do. 2d sec. inconv.	7	April, October	"	1873		
Indiana Central	600,000	Do. convertible	7	May, Novemb.	"	1866	70	
Indianapolis and Bellefontaine	450,000	Do. do.	7	Jan'y, July	"	1860-61	83	
Indianapolis & Cin'ti (for Lawb. & U. M.)	500,000	Do. conv. till 1857	7	March, Sept.	"	1866	73	
La Crosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	8	May, Novemb.	"	1874	71	
Lake Erie, Wabash, and St. Louis	3,400,000	1st mortgage, conv. till 1859	7	Feb'y, August	"	1865	85	
Little Miami	1,500,000	Do. inconv.	6	2 May, 2 Nov.	"	1883	95	
Michigan Central	1,000,000	No mortgage, convertible	8	April, October	Bost.	1880	92	
Do. do.	600,000	Do. do.	8	March, Sept.	"	1869	80	
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1857	8	Jan'y, July	N.Y.	1862	77 1/2	
Do. do.	650,000	Do. 2d do. till 1858	8	April, October	"	1863	67	
Do. do.	1,250,000	Do. 3d do. till 1860	8	June, Decemb.	"	1877	72 1/2	
New Albany and Salem	500,000	Do. 1st section	10	April, October	"	1858-62	90	
Do. do.	2,325,000	Do. oth. sec. con. till 1858	8	May, Novemb.	"	1864-75	75	
Northern Cross	1,200,000	1st mortgage, convertible	8	Jan'y, July	"	1873	80	
Ohio and Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1867	70	
Ohio and Pennsylvania	1,750,000	Do. do.	7	Jan'y, July	"	1865-66	69	
Do. do.	2,000,000	Income, convertible	7	April, October	"	1872	55	
Pennsylvania (Central)	5,000,000	1st mortgage, conv. till 1860	6	Jan'y, July	Phila.	1880	100 1/2	
Racine and Mississippi	680,000	Do. conv. sink'g f'd	8	Feb'y, August	N.Y.	1875	75	
Scioto and Hocking Valley	300,000	Do. 1st sec. conv.	7	May, Novemb.	"	1861		
Steubenville and Indiana	1,500,000	Do. convertible	7	Jan'y, July	"	1865		
Terre Haute and Indianapolis	600,000	Do. do.	7	March, Sept.	"	1866		
Terre Haute and Alton	1,000,000	Do. do.	7	Feb'y, August	"	1862-72	66	

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	1,128,500	Mortgage	6	Jan'y, July	Balt.	1875	85 1/2	86 1/2
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1858	7	10 Jan. 10 July	N.Y.	1870	94	96
Erie Railroad	3,000,000	1st mortgage	7	May, Novemb.	"	1867	96	97
Do. do.	4,000,000	2d mortgage convertible	7	March, Sept.	"	1869	83	84
Do. do.	6,000,000	3d mortgage	7	March, Sept.	"	1883	72 1/2	73
Do. do.	6,000,000	4th mortgage not convertible	7	April, October	"	1880	55	57
Do. do.	4,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August	"	1875	81	83
Do. do.	4,351,000	Convertible Inscription	7	Feb'y, August	"	1871	30	31
Do. do.	3,500,000	Convertible	7	Jan'y, July	"	1862	30	32
Hudson River	4,000,000	1st mortgage, Inscription	7	Feb'y, August	"	1869-70	102	102 1/2
Do. do.	2,000,000	2d do. do.	7	16 June, 16 Dec.	"	1860	94	94 1/2
Do. do.	3,000,000	3d do. convertible	7	May, Novemb.	"	1870	76 1/2	77 1/2
Illinois Central	17,000,000	Mortgage, inconvertible	7	April, October	"	1870	90 1/2	91
Do. (Free Land)	3,000,000	M'tge 345,000 acrs-priv. 7 shars	7	March, Sept.	"	1860	91	91 1/2
Michigan Southern	1,000,000	1st mortgage, inconvertible	7	May, Novemb.	"	1860	84	88
New York and Harlem	1,300,000	Do. do.	7	May, Novemb.	"	1861-72	94 1/2	95
New York and New Haven	750,000	No mortgage, do.	7	June, Decemb.	"	1859-60	96	96
New Haven and Hartford	1,000,000	1st mortgage, do.	6	Jan'y, July	"	1873	90	94
Northern Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1861	80	83
Do. Goashen Branch	1,500,000	Do. do.	7	Feb'y, August	"	1868	71 1/2	72 1/2
New York Central	8,287,000	No mortgage, do.	6	May, Novemb.	"	1883	92 1/2	93
Do. do.	3,000,000	om'ge conv. from June 57-59	7	15 June, 15 Dec.	"	1864	103 1/2	104
Panama, 1st issue	900,000	Convertible till 1856	7	Jan'y, July	"	1866	118	
Do. 2d do	1,470,000	Do. till 1858	7	Jan'y, July	"	1866	90	91
Reading	1,000,000	Mortgage, inconvertible	6	Jan'y, July	Phila.	1880	84 1/2	85
Do. do.	3,469,000	Do. convertible	6	Jan'y, July	"	1870	75	76

CITY SECURITIES.	Int't payable.	Off'd Ask	CITY SECURITIES.	Int't payable.	Off'd Ask
New York, 5 per ct. 1858-60	98	99	Milwaukee, 7 per ct coup.	X	Divers 45 70
Do. 5 do. 1870-75	93	95	New Orleans, 6 per ct. cp. R.R. X	Do. 75 80	
Do. 6 do. 1888	103 1/2	104	N. Orleans, 6 per ct. cp. municip. X	Jan'y, July 85 90	
Do. 5 do. 1890-93	92	95	Philadelphia, 6 per ct. 1876-98	Jan'y, July 98 99	
Albany, 6 per ct. comp. 1871-81 X	98	101	Pittsburgh, 6 per ct. coup.	X	Divers 45 50
Alleghany, 6 per ct. coup. 1879-90	50	60	Quincy, 8 per ct. coup. 1868 X	Jan'y, July 67 75	
Baltimore, 6 per ct. 1879-90	50	100	Racine, 7 per ct. coup. 1873 X	10 Feb'y, Aug. 80	
Boston, 5 per ct. coup. Long X	100	101	Rochester, 6 per cent. coup. X	Divers 90 97 1/2	
Brooklyn, 6 per ct. coup. Long X	101 1/2	102	St. Louis, 6 per ct. coup. Long X	Do. 84 85 1/2	
Clev'Pd, 7 per ct. cp. W.W. 1879 X	100	103	Do. do. Municipal X	Do. 86 87 1/2	
Cincinnati, 6 per ct. coup. X	Divers 92 1/2	95	Sacramento, 10 p. ct. cp. 1862-74 X	Do. 37 45	
Chicago, 6 per ct. coup. 1873-77 X	85	87	S. Francisco, 7 p. cp. 1865, pay. N.Y. X	May, Novemb. 60 70	
Do. 7 per ct. coup. 1880 X	97 1/2	99 1/2	Do. 10 p. ct. cp. 1871 X	Do. do. 89 91	
Do. 7 per ct. coup. W.W. 1873-78 X	100	102	Do. 10 do. pay. N.Y. X	Jan'y, July 55 61	
Dubuque, 8 per ct. cp. Long X	99	100	Do. 6 per ct. pay. N.Y. 1875 X	Do. do. 55 61	
Jersey City, 6 p. ct. cp. W.W. 1877 X	79	101	Wheeling, 6 per ct. coup. X	Divers 50 50	
Jerseyville, 6 per ct. cp. 1880-83 X	71	72 1/2	Do. 6 p. ct. cp. Mun. 1874 X	March, Sept. 80 81 1/2	
Memphis, 6 per ct. coup. 1882 X	74	67	Zanesville, 7 do. X	April, October	

Cincinnati Stock Sales.

By KIRK & OHEVER.

For the week ending March 23, 1859.

BONDS.	For cent.	and int.
Little Miami, 1st Mort.	68 1/2	84
Covington and Lexington, 1st Mortgage	68 1/2	65
Do. do. 2d do.	7 1/2	50
Do. do. Income	10 1/2	12
Ohio & Miss., E. D., Construction	7 1/2	
Cinc. Ham. and Dayton, 1st Mortgage	7 1/2	90
Do. do. 2d do.	7 1/2	80
Indianap. & Cincinnati, do. do.	7 1/2	80

STOCKS.

Cincinnati, Hamilton & Dayton	67
Columbus and Xenia	83
Indianapolis & Cincinnati	67
Little Miami	90
Ohio and Mississippi (E. D.)	3

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending March 12, were \$45,182 24
Week ending March 13, 1858 44,872 00

Increase \$310 24
Total traffic from July 1st. \$1,569 274 87
Same period last year 1,657,724 21

Decrease \$88,450 34

The following are the earnings of the Ohio and Mississippi Railroad for the month of February, 1859, compared with earnings of same month, in 1858:

	1859.	1858.
Passengers	\$50,568 34	\$42,945 92
Freights	44,578 82	34,285 71
Express	2,820 00	2,820 00
Mail	6,633 33	5,150 00
	\$104,600 49	\$85,201 63
Increase	\$19,398 86	

Statistics of Ohio.

Ohio is fortunate in having for its Commissioner of Statistics, E. D. Mansfield Esq., of Cincinnati, who is, in all respects, admirably fitted for the duties of that office. He has a love for his work, joined to great industry and long experience, and his report, just in print, contains the proof, if any was wanting, that the right man has found the place, and the place the man. It also establishes the fact that no State in the Union of equal extent compares with Ohio in all the elements of prosperity and greatness.

The appraised value of towns and cities is \$153,102,815; of lands, \$437,183,132, and of chattel property, \$250,514,084, making an aggregate of \$840,800,031. Within the past seven years the aggregate value has nearly doubled. The State debt of Ohio is a little over sixteen millions, and a tax of two cents on the dollar would more than pay it off.

The exports of Ohio for 1858 (aside from manufactures) amounted to \$50,350,000.

Of this amount, Flour and Wheat, notwithstanding short crops, produced \$11,111,518
Pork, Hogs, Lard and Lard Oil. 13,385,302
Horses 740,000
Sheep 400,000
Coal 870,000
Beef and Cattle 6,165,554
Grain—other than Wheat 1,750,000
Whiskey 5,109,953
Tobacco 2,197,125
Butter, Cheese and Tallow 1,734,382
Wool 2,649,466
Apples, Beans, Eggs, &c. 800,000
Manufactured articles from products of agriculture 3,000,000

Total \$50,350,000

The value of manufactured articles has not been ascertained, though it is estimated that those of Cincinnati alone exceed \$50,000,000. The Wheat crop has been increasing since 1854. The

crop of 1857 was 25,397,614 bushels, but that of 1858 was one-fourth less.

The corn crop of 1857 was 82,555,186 bushels of which some fifteen millions of bushels were turned into whiskey. The quality was not good, but the quantity was never exceeded save in 1855. Last year the crop was short, which accords with Mr. Mansfield's theory that it is heavy and light year by year in succession. This we find by the following:

	Bushels.		Bushels.
In 1850.....	56,619,608	In 1851.....	61,171,282
In 1852.....	18,165,517	In 1853.....	73,436,090
In 1854.....	61,171,551	In 1855.....	87,587,434
In 1856.....	67,802,515	In 1857.....	82,555,186

Aggregate..224,759,191 Aggregate..304,749,992

The average yield in the light years was about 31 bushels, and in the heavy years 38 bushels to the acre. In the whole State in 1857, there was planted with corn 2,254,424 acres. In Butler Co., the crop averaged to the acre, 48 bushels; in Pickaway, 47 bushels; in Ross, 45, and in Fayette, 47.

Ross county had the largest number of acres in corn, viz: 73,114, and Pickaway, next, 72,188.

The crop of hay in 1857, was 1,701,245 tons, and of oats, 26,572,674 bushels.

Ohio has of canals, 849 miles; of railroads, 2,834, and of turnpikes, 2,900.

Car Springs and India Rubber.

AN IMPORTANT DECISION.

The discovery of a New Car Spring, by Mr. John J. Fields, conical in form, and pronounced by mechanics to fulfil all the requirements of a useful invention, was hailed with much satisfaction by the railroad companies throughout the country. Gutta Percha being the material used, doubts were expressed as to its efficiency: but as the New England Car Spring Company was supposed to have the exclusive right to use India Rubber for Springs, the invention was not considered as perfect as it would have been had the use of India Rubber been permitted.

About the same time, however, a friend of the inventor of the New Spring discovered as he supposed a new process for vulcanization of rubber, and on submitting it to Chemists of the highest character and his counsel, he was assured that such was the case. A patent was thereupon procured and the work of making springs after the new invention begun, when application was made for an injunction by the New England Car Spring Company vs. Goodyear, both in New York and New Jersey.

It was contended by the plaintiffs that the process could not be carried on without the use of sulphur in its pure state and if it could, that the United States Court had decided that a product could be patented as well as a process. The case was argued on the 22d of March, a great array of counsel being employed—for the plaintiffs E. N. Dickerson and James T. Brady, Esqs. For the defendant, Daniel Lord, Joseph P. Bradley, J. Edwards, and Messrs Cummins, Alexander and Green.—Affidavits of Prof. Torrey, the U. S. Assayer, and Doremus, Professor of Chemistry, N. Y. Medical College, and the Court after mature deliberation refused to grant the injunction.

The new spring therefore has now the use of India Rubber, and the market will be supplied with India Rubber goods by two companies instead of one.

It was sworn to on the trial that the new rubber was free from the smell of sulphur, and would stand more heat and cold than Goodyear's process.

The *Courier and Enquirer* says truly in its report of the case, that "this is probably as important a decision as has been rendered for years in any of our Courts."

American Railroad Journal.

Saturday, April 2, 1859.

Railroads in Missouri.

There are six railroads in Missouri, each of which have received aid from the State, viz: the Pacific, (main line,) the South-West Branch, the St. Louis and Iron Mountain, the Hannibal and St. Joseph, the North Missouri, and the Cairo and Fulton. The aggregate length of these roads is 1,170 miles. The aggregate track laid about 614 miles. The maximum grade does not exceed 65 feet on any of them except the Hannibal and St. Joseph road, on which the higher grades range from 80 to 122 feet. The stock subscribed by counties, cities and individuals is \$12,400,875.—The amount of subscriptions paid in cash is \$7,084,337 10. Of this sum, \$6,630,808 82 have been paid by the Pacific, North Missouri, and St. Louis and Iron Mountain companies. The South West Branch, the Hannibal and St. Joseph, and the Cairo and Fulton companies depend mainly on their loans and State bonds for means with which to construct their roads. The whole amount of State bonds now authorized is \$24,950,000. The amount issued to the several companies is \$19,056,000. The aggregate discount on bonds sold is \$2,776,566 87. The proceeds of bonds sold by the companies amount to \$16,188,433 13. Bonds recently issued to the Cairo and Fulton company amounting to \$70,000, are not yet reported as sold; and \$21,000 are reported by the North Missouri company in the hands of their fiscal agent. The amounts due the several companies on the 1st day of March, 1859, were as follows:—To the Pacific (main line), \$220,000; to the South West Branch, guaranteed by the State, \$3,100,000; to the North Missouri, \$1,150,000; to the St. Louis and Iron Mountain, \$324,000; to the Cairo and Fulton, \$400,000; to the Platte county, \$700,000—making an aggregate of \$5,894,000. The annual interest to be paid on bonds issued prior to March 1st, was \$1,143,360. All the companies are understood to have applied State bonds, or their proceeds, in some degree, to the payment of interest on State bonds—their receipts go into a common fund, and payments of interest, and other demands, are made from it indiscriminately. The St. Louis and Iron Mountain, and North Missouri companies both failed to pay the interest due the 1st of January last, on the State bonds issued to them for construction of their roads.

The report of the Board of Public Works of Missouri, from which the above statements are obtained, attributes much of the embarrassments which now surround the system, to inexperience, and erroneous ideas in regard to locations and contracts; this, together with the enormous amounts expended in discounts, commissions, exchange and interest, has absorbed probably sufficient to open several of the roads to the point where there are intended to terminate. The adoption of a wiser plan in the beginning, in regard to the management of State and other securities, would no doubt have saved much for the construction of the roads that has passed into these accounts.

We publish this week abstracts of the reports made to the Board by two of these companies, viz.: the Cairo and Fulton, and the North Missouri. By referring to the former, it will be observed that of the 650 bonds authorized to be issued, the Company have received 250; of these 180 have been sold, at a discount of \$32,172 50—netting only \$147,827 50. So, too, of the latter; out of 4,329 bonds sold, the Company realized only \$3,683,201 62—the discounts and commissions absorbing the sum of \$645,798 38. Of the 6,780 State bonds sold by the Pacific Company, but \$6,026,406 89 were received—the discounts and commissions absorbing \$753,593 11. In addition to this, \$181,332 50 were paid by this Company in discounts on the bonds of the county and city of St. Louis, taken at par in payment of subscriptions, and \$33,825 for commissions, etc. Of the bonds issued to the South-West Branch, 1,273 have been sold at a discount of \$192,677; in addition to which the Company have paid the further sum of \$115,572 as commissions—making the total discounts and commissions, \$308,249—netting to the Company only \$954,751. Of 8,445 bonds disposed of by the Hannibal and St. Joseph Company, only \$6,049,898 06 were realized—\$2,395,101 94 having gone into discount, commission and exchange account. The number of bonds issued to the St. Louis and Iron Mountain Co., is 3,276; the discount and commission attending their sale, \$598,547 16—the cash proceeds being \$2,677,452 84.

Interest and Dividends.

The following coupons are payable at the office of M. K. Jesup & Co., No. 44 Exchange Place, on and after April 1: Fort Wayne and Chicago R. R. Co. Real Estate Bonds; Fort Wayne and Chicago 10 per cent. S. F. Bonds; Ohio and Pennsylvania Income 10 per cent. S. F. Bonds; Ohio and Indiana 10 per cent. S. F. Bonds; Cairo and Fulton Railroad Co. of Missouri Land Grant Bonds.

Messrs. Winslow, Lanier & Co. will pay on the 1st April, coupons on the bonds of the Cleveland, Painesville and Ashtabula Road; Ross County, Ohio, Court-House Bonds; and Madison and Indianapolis 10 per cent. Sinking Fund Bonds.

The coupons of the Second Mortgage Bonds of the Williamsport and Elmira Railroad Company; due the 1st proximo, will be paid on and after that date; one-fifth on presentation, and the remainder in August and September. The coupons due in 1859 on the Chattel Mortgage Bonds of the Company will be paid at maturity. It is known that the Company's receipts are equal to the coupons on their Chattel Mortgage, but not equal to the full payment of the others.

The corporators of the Great Western Railroad Company (Illinois) are prepared to issue stock to all parties entitled to it under the compromise arrangement adopted at the meeting of creditors and bondholders, held September 19, 1857. All claims and coupons for which stock is to be issued should be presented at the office, No. 54 Wall street, on or before the 1st of May next. The Company will also redeem at maturity, at the same place, the interest coupons, due April 1 and Aug. 1, 1859, upon all bonds of the former Great Western Company, the back coupons of which shall have been surrendered and stock accepted therefor, in accordance with the compromise and Act of Incorporation of this Company. This Company

starts with a bonded debt on the road of \$2,391,000, and stock about \$1,600,000, free of all floating debt. At this cost very moderate earnings will suffice to pay interest and a dividend on its stock, the road being 179 miles long, and stock and bonds together showing a cost of only \$22,300 per mile. The earnings during 1858 were \$475,000.

The Reading Railroad gives notice to the holders of coupons of the Company, due on the 1st April, to have them at their office in Philadelphia, on or before the 31st March, when receipts will be given, and checks will be ready for delivery on the 1st, in exchange for such receipts.

The coupons due on the 1st inst. on the 7 per cent. first mortgage bonds of Sunbury and Erie Railroad Company will be paid, on presentation, at the office of the Company on that day.

The interest on the second mortgage bonds of the La Crosse Road will be paid at the Ocean Bank on April 4th.

The New Jersey Central Railroad Company have declared a dividend of 10 per cent., payable in full stock on and after April 2. This is the first dividend since the Company ceased to pay six per cent. per annum interest on the stock, while the work was in progress.

Illinois Central Railroad.--Locomotive Performances for January, 1859.

We give below a summary of the monthly statement showing the performance of locomotives on the Illinois Central Railroad for the month ending January 31st, 1859. The length of road is as follows:—Chicago Branch, 252 miles; South Division, 230 miles; North Division, 224 miles: total, 706 miles. Whole number of engines, 112. Number of miles run by passenger trains, 76,827; do. freight trains, 50,660; do. construction trains, 8,279; do. wood trains, 2,162; switching do., 12,886: total, 150,814. Pounds waste used, 2,217; gallons oil, 1,331½; cords wood, 2,939¼; tons coal, 790.85. The wages of engineers and firemen amounted to \$6,018.60. Cost of repairs, \$8,168.82. Value of waste, tallow and oil, \$1,293.38. Value of wood and coal, \$13,362.42. Cleaning engines, \$1,070.58—making the total cost, \$29,905.60.

The following will show the various items distributed among the three Divisions of the road:—

	Passenger Trains.	Freight Trains.	Construct'n Trains.	Wood Trns.	Total.
Chic. Br...	29,391	22,434	1,792	7,268	60,885
South Div.	23,973	15,342	3,694	4,470	47,479
North Div.	23,463	12,884	2,793	3,310	42,450
	Lbs. Waste.	Gallons Oil.	C'ds Wood.	Tons Coal.	Wages, Engrs'n & Firemen.
Chic. Br.	1,032½	520½	987½	396.85	\$2,372.70
South D.	552	438½	1,198	.....	1,902.20
North D.	632½	372½	753½	394.00	1,735.70
	Repairs.	Value Waste, Oil, etc.	Value Wood and Coal.	Cleaning Engrs.	Total Cost.
Chic. B.	\$3,354.36	524.59	4,755.60	428.58	11,432.83
South D.	1,870.94	405.51	4,792.00	238.05	9,208.70
North D.	2,943.33	363.28	3,814.82	406.95	9,264.07

	Oil, Waste, etc.	Wood & Coal.	Wages Engrs & Firemen.	Repairs.	Cleaning Engrs.	Total.
Whole Road...	.86	8.86	3.98	5.41	.70	19.82
Chicago Br...	.86	7.81	3.89	5.50	.69	18.77
South Division	.86	10.10	4.01	3.91	.50	19.39
North Division	.85	8.98	4.09	6.93	.96	21.81

The above oil includes that used in head lights, and in lamps of engineers. Wood is rated at \$4.00 per cord; coal, \$2.03 per ton, loaded on tenders. Re-building, superintending, teaming, and all other expenditures appertaining to repairs, are included in the above cost of running locomotives.

The Ohio Canals--Their Influence on the Prosperity of the State.

On the 6th of January a meeting was held at Columbus to take action against the policy of sale of Canals. At that meeting a committee was appointed to address the people of the State upon the subject, and in accordance with that action KENT JARVIS, as Chairman and A. H. LEWIS, as Secretary, have issued an elaborate address the facts and figures in which should close the mouth of every advocate for the sale of the canals.

Our canals measure about 830 miles, connecting the Lake and River by three lines, to wit: Cleveland to Portsmouth—Cleveland to Beaver—Toledo to Cincinnati, with several side cuts, feeders and the Hocking Valley Canal.

According to the Auditor of the State there are fifty-five counties not upon or adjacent to the canals, and thirty-three canal counties. To show the effect of the canal upon the State, elaborate tables are made.

The increase of value in real estate in the fifty-five counties from 1826 to 1858 was \$245,791,315: the increase of value in the thirty-three canal counties for same period was \$268,061,794. The increase for same period on personal property in all the counties of the State was \$209,630,731.

The committee estimate the proportionate amount of increase or deficit between the non-canal counties and the canal counties, by which it appears that the thirty-three canal counties have of this increase on real estate, over their natural proportion, \$75,366,878, and on the increase in personal property the same thirty-three counties have over their natural proportion \$26,654,986. The deficit in proportion in the fifty-five on real and personal property is \$102,021,862. The thirty-three canal counties being in excess the same amount.

The valuation in the thirty-three canal counties in 1853 on real and personal property was \$407,031,033. The valuation in 1853, on the fifty-five non-canal counties was \$381,783,945; therefore the thirty-three canal counties have paid taxes since 1853, more than all others, on property valued at \$25,247,188.

The increased value of real and personal property from 1836 to 1858 was \$775,468,940. Of this increased value the thirty-three counties have over their proportion \$99,344,482. The averaged annual increase in the thirty-three canal counties is \$3,104,515 over their ratio and upon that increased ratio have those canal counties paid taxes from 1826 to 1858.

The grand duplicate in the State in 1858 amounts to \$840,800,031. The thirty-three canal counties have an excess over their ratio of \$108,548,046; this shows the important difference in the increase of property on the grand duplicate by the thirty-three canal counties.

The committee also figure up the population in the canal and non-canal counties, and then show that the thirty-three canal counties are in advance of the fifty-five non-canal counties as follows:

1st. An increase of Real estate on the grand duplicate from 1826 to 1853—excess	\$22,270,479
2d. Excess over proportion of increase of Real Estate from 1826 to 1853	75,366,878
3d. Excess over proportion of personal property same period	26,654,984
Excess of Real and Personal Property	\$102,621,862
4th. Excess on duplicate in 1853	\$25,247,188
5th. Excess on proportion of increase on the duplicate from 1826 to 1858	99,344,482

5th. Excess over proportion on duplicate 1858. \$108,548,046

7th. Excess in Population, 55,306.

The fifty-five other counties being deficit in like amount in all these particulars. The committee then add eleven counties near the canals to the 33 on the canals and calling them all canal counties, show that the 44 canal counties have a total excess of valuation over the 44 non canal counties of \$218,260,021. The committee says:

Upon the assumption, however, that the 44 canal counties had an equal valuation on the duplicates of 1826 with the other counties, we find the excess of increase in the canal counties to 1858, as before stated, to be the sum of \$186,293,102; being an averaged annual increase of \$5,821,658. This being true, does it not follow that the canal counties have paid Taxes on this annually accruing increased sum from 1827 to 1858, inclusive? a computation of which will be found to reach the sum of \$10,988,280.

With these facts it is easy to ascertain whether the canals are an absolute charge upon the 44 counties which are not situated upon them. The average of the annual levy for State tax, from 1826 to 1858, is found to be about 3¼ mills on the dollar.

The above excess of \$219,160,021, on the duplicate in the canal counties gives an annual tax of	\$22,225
Average annual proceeds of Public Lands, from 1826 to 1858	56,753
Average annual proceeds of tolls from 1826 to 1858	187,142

Annual income	\$1,065,940
Interest on cost of canals, \$14,627,550, at 6 per cent.	877,653

Net annual proceeds

From this statement it will be seen that the taxes paid for the 44 canal counties—with the proceeds of tolls and of public lands—not only liquidates all charges upon the canals, but pays into the State Treasury an additional sum equal to the taxes on \$50,200,000 valuation of property. These facts form the basis of the following statement:

Excess of increase in valuation on the grand duplicate—over and above paying all charges upon the canals	\$50,200,000
Excess of taxes paid by the forty-four canal counties more than their ratio per Auditor's statement from 1826 to 1858	4,223,020
Net earnings of the canals from 1826 to 1858	5,601,426
Net proceeds of public lands	1,753,783
Less cost of canals	\$14,627,550
Int. paid to 1859	14,042,447
Balance in favor of canals	\$33,308,232

Thus demonstrating most clearly that the direct proceeds of the canals and the public lands have paid for their construction fourfold, and not one dollar has, in reality, been drawn from the forty-four counties "not on the canals" for their construction or support; and it is equally true that

the canal counties are becoming enriched by them. Nor are these all the benefits accruing from the canals; the non-canal counties are reaping direct benefit from ready markets and better communications or outlets. * * *

Surely when this question is understood, there can be no diversity of opinions, as there is none of interest. The canal counties *do* pay a proportion of taxes to which they would not be subjected but for the canals. They can afford it. In like manner and proportion the non-canal counties are relieved from the burthen, not merely for State debt, but for all schools, State and general purposes.—They are not directly enriched by the public works, nor are they taxed one dime in fact for their support. On the contrary they reap indirect benefits, not merely in a lightened taxation for general purposes, but in their own markets, from which, by these works, the surplus produce which would otherwise compete with them, is diverted.

Railroad in India.

The length of railway lines sanctioned in India is 4,847 miles; the length in course of construction 3,038 miles; and the length opened for traffic is 559 miles. In the course of the year, there will be 747 additional miles opened; in 1860, 270 miles more; in 1861, 296 miles more. Within three years from the present time, more than 3,100 miles of railway will be open. The total capital guaranteed for these railways is about \$200,000,000, one-half of which has already been paid up. The cost of construction is about \$56,000 per mile, one-third the English average. When the lines are completed, there will be four great arterial railways opening up the whole of India.

Southwestern (Ga.) Railroad.

At Smithville, on the line of this road, 83 miles southwest of Macon, and 23 miles above Albany, its present terminus, commences what is known as the Cuthbert extension, running via that place to Fort Gaines, on the Chattahoochee river, near the Alabama State line. We learn from the Savannah *Republican* that the cars of this company are now running upon this extension as far as Ward's Station; and that it is expected the road will be completed to Cuthbert by the 1st of July next.

St. John's and Indian River Canal.

We have learned through Mr. McCrea, engineer for the above work, that the survey of three lines have been run and completed. Mr. McCrea arrived a few days ago in our city from the seat of his operations, and is now making his estimate of the most practicable route, and the cost of constructing it, which in a very short time will be reported to the proper functionaries. He thinks the work entirely practicable and supposes that the cut will be about twelve miles long. He speaks in high terms of the good character and value of the lands in that section. We hope to see this work soon progressing, for its benefits cannot well be estimated.—*Jacksonville (Fla.) Standard.*

Cotton Statistics.

We learn from the last Patent Office Report, that the total imports of cotton into the United Kingdom, and the annual average from all countries, for the period or thirty-five years, is as follows:—From the United States, 369,085,411 pounds; from the East Indies, 59,597,462; from the West Indies, 2,716,539; from the Brazils, 22,815,591; from all other countries, 13,774,070; total 467,988,951 pounds. From 1851 to 1855, from the United States, 3,424,502,072: total value for that period \$491,169,517, at 9.58 cents per pound. The export of cotton last year was to the value of \$131,386,561. That sum will be considerably surpassed the present year. The crop is estimated by many as high as 3,600,000 bales; which, at an average of ten cents a pound, or \$50 per bale of five hundred pounds weight, would make the United States crop of raw cotton worth one hundred and ninety millions of dollars.

Sea Island cotton, which commands the highest price, at the period referred to produced 54,687,909 pounds; its estimated value \$491,169,517; its annual average for thirty-five years 9,175,489 pounds, and \$52,283,992.

Insurance Law.

PREMIUMS FALLING DUE ON SUNDAY MAY BE PAID ON MONDAY.

An important question in the Law of Insurance, has lately come up for adjudication in the New York Superior Court; viz. when the last day for paying a premium falls on Sunday, may the assured claim the right to pay on Monday, or must he pay on Saturday to save his policy.

The suit was brought by Jane Campbell, Executrix of Daniel Campbell, against the International Life Insurance Society. The principal facts were as follows.

Daniel Campbell, during his life time, insured his life with the defendants, by a policy, dated the 29th of May, 1850, paying a certain premium annually. This premium was by the terms of the policy, payable on the 28th of May. By a notice sent to the insured by the authorized agents of the company, and which was considered by the Court as being conclusive upon the company, the twenty-ninth day of May, 1857, was named as the day on which the premium for that year would become due. The case was therefore treated in all respects as if the twenty-ninth day of May had been the day named in the policy, for the payment of the annual premium.

By one of the conditions of the policy, it was provided that the policy should not be considered in force if the premium remain unpaid beyond 30 days after becoming due.

In the year 1857, thirty days from the twenty-ninth of May fell on Sunday, June twenty eighth. On Monday the twenty-ninth Mr. Campbell tendered the money, but the defendants refused to receive it on the ground it was "too late."

About two months afterwards Campbell died. His Executrix then commenced this suit to recover on the policy.

BY THE COURT HOFFMAN J; (after disposing of some preliminary questions leading the Court to the result that under all the facts the last day for the payment of the premium fell on Sunday, June 28th.) Then arises the important question as the last day after the thirty days was Sunday, could the tender of the premium be made on Monday.

The argument which is used to prove that it cannot be is substantially this. Whatever may be lawfully done on any other day of the week may be done on Sunday, except so far as positive statutory regulations have prohibited a particular act. And next, what is so permitted to be done on Sunday must be done on that day whenever under a contract the day for fulfilment falls upon it; or else it must be done before that day. I state this to be the substance of the argument as a general proposition; not that it is contended that such a rule is absolutely exceptionless.

These important and interesting propositions may well warrant a careful investigation. (His honor then proceeded to an elaborate and learned review of ancient edicts and laws and modern statutes and adjudications on the subject of the observance of Sunday: and finally gave the following statement of the result to which the majority of the Court were led.)

Yielding to the force of what has been actually

decided, we cannot but notice a marked line of distinction between what is suffered because not positively prohibited and what is permitted to be omitted and deferred because at variance with the scripture; because as much within the object of the statute "of the observance of Sunday," as anything expressly prohibited; and because in some cases it is clear and in other cases may be inferred that contracts are made into which the law imparts the qualification, and the parties are treated as agreeing with it in view, that if the day of performance is Sunday it may be done on some other day. We shall endeavor to see if such a principle applicable to the present case can be drawn from the authorities. It is a settled doctrine of Mercantile law, that a promissory note or bill, must be demanded on the third day of grace, unless that falls on Sunday. (*Bussard vs. Levering 6, Wheaton 102, Gordon vs. Richards 2, Caines 342, Johnson vs. Mathews 13, John's 470.*) But if a check or note is without grace, and it falls due on Sunday, the party has Monday to make payment. (*Salter vs. Burt 20, Wendell 205.*)

The usage in regard to the days of grace is as old as the time of lord Holt. (2d Caines 344.) The contract, by such usage, so established as to be part of it, it is to be fulfilled on a given day, which falls on Sunday. The law interposes and says, that it cannot be, or at least need not be performed on that day. It shortens the time of performance, and not merely requires payment on Saturday but sustains notice of protest given on Monday. (2 Caines 344, Cuyler vs. Stevens 4, Wendell 566.) By general or universal custom Sunday is not a day of business, (see also *Howard vs. Iver 1, Hill 263.*)

For a long time Courts held, and finally embodied the decision in general rules or orders, that in all matters of practice, when a time was fixed for performance of an act, or the giving of a notice, and the time expired on Sunday, it could be done on the ensuing Monday, (*Cook vs. Bunce 6, John Rep., 326, Browne vs. Withington 1, Land S. A. Rep., 664, B. J. Letts Bissell 11, Barb Rep. 96.*)

The rule was stated in unqualified language, by Justice Brown in *Salter vs. Burt* (20 Wendell 205) I agree to the doctrine laid down by Gould Justice "in *Avery vs. Stewart 2, Conn. Rep. 69.*" that Sunday cannot for the purpose of performing a contract, be regarded as a day in law, and it should for that purpose be considered as struck from the calendar. In computing the time mentioned in a contract for doing an act, intervening Sundays are to be counted but when the day of performance falls on Sunday, it is not to be taken into the computations.

In (*Avery vs. Stewart 2 Conn. Rep. 69*) the court (six Judges to three) held that when a contract was to be performed on a particular day of a month in future, and that happened to be Sunday it was to be performed in the following day. The action was on a note not negotiable payable in sixty days from date in cotton yarn to be delivered at a certain place. It was dated the 6th of December and fell due the fourth of February, which was Sunday, on Monday what was equivalent to a tender of the yarn was made. The debtor could not be required to pay, nor the creditor to accept payment, before the time appointed.—The case of *Leonds vs. Leyon* (18 Conn. Rep. 18) is an authority which covers the point in this in-

stance fully and decisively. A testator devised lands to his son on condition that he should pay A, \$100 in one year after his decease. He died on the 2d day of October 1841. The 2d day of October 1842 fell on Sunday. A tender on the ensuing Monday was held good. The day of the death was to be excluded from the computation. By doing so, the day of the expiration of the year would be Sunday. The defendant had a full year allowed him for paying the money, and was not bound to pay it on the Saturday preceding the day on which the year expired.

It appears to me from this review of the law, that the Court is warranted in saying, that when from accident or mutual error, the day of fulfilling an agreement falls upon Sunday there is enough of principle and authority to justify the party in deferring his performance to the Monday ensuing without impairing a right, or incurring a forfeiture.

The judgment must be for the plaintiff.

The New York Canals.

We give below from the Albany Evening Journal some interesting historical notices of the progress of trade on the Erie Canal, and of the influence of this work on the internal commerce of the country.

The total amount of tolls received by the State from all its canals since 1817 is, in round numbers, \$70,000,000; from interest on deposits and premiums on loans \$5,500,000, making a grand total of \$75,500,000. By referring to the Red Book for 1859, it will be found that the total tonnage of the New York canals from 1836 to 1858 inclusive, is 59,647,746 tons. What are the sources from which these millions of tonnage have been derived that have paid so many millions of revenue to the State?

The following statement will show the States from which this enormous tonnage came, the number of square miles and the population in each State by the Census of 1850, and the per centage of square miles in each State as compared with the whole number of square miles in all the organized States and Territories in the United States in 1850, with the number of bushels of grain of all kinds produced in each State during that year:

Names of States.	No. square miles.	Per cent'e of square miles.	Population, 1850.	No. bushels grain produced in 1850.	No. inhabitants to 1 square mile.
New York	47,000	1.60	3,097,304	65,289,953	0.73
Ohio	33,864	1.36	1,980,929	87,818,864	4.95
Wisconsin	33,924	1.36	305,391	9,980,727	4.95
Michigan	56,213	1.91	397,654	13,614,485	7.1
Iowa	50,914	1.73	192,214	11,766,734	8.8
Illinois	65,405	1.89	851,470	77,342,959	15.4
Indiana	33,809	1.15	988,416	64,068,110	23.2
Minnesota	166,095	5.65	6,077	44,353,690	10.5
Missouri	67,380	2.29	682,044	44,353,690	10.5
Kentucky	37,680	1.28	982,405	69,528,150	26.1
Total	608,344	20.70	9,483,304	444,603,642	...

From an examination of the above statement, it will be found that the ten States mentioned therein have 608,344 square miles, being 20.7 per cent. of all the square miles in all the organized States and Territories of the United States in 1850; and that those States produced in that year 444,000 bushels of grain, saying nothing of the products of animals or the products of the forest.

It will also be seen that the States of Wisconsin, Iowa, Illinois and Michigan, all of which are large grain producing States, had, in 1850, a sparse population to the square mile. If we add to these States the square miles of the prospective new States of Kansas and Nebraska, and the cordon of new States that will soon be formed on the Missouri river and its tributaries, which have over 4,000 miles of navigable waters, and take into account the increase in population and the consequent increase in productions in the States bordering on the Lakes, and in the States tributary to the commerce of the Lakes, it may safely be assumed that if the Erie and Oswego canals are made of sufficient capacity to make them cheaper routes than any and all others between the West and the seaboard, that in the next thirty years 300,000,000 of tons will be transported upon the canals of the State of New York. In this calculation nothing has been said about the large and increasing trade of Canada West or of the coal trade from Pennsylvania.

If an examination be made comparing the vessel tonnage on the Lakes and the exports of grain from the Lake regions twenty years since, with the vessel tonnage and the exports of grain in 1858, it will go very far to confirm and strengthen the faith of the Legislature and of the people of the State of New York in the ultimate success of the canals of the State, and to show also that 300,000,000 of tonnage in the next succeeding thirty years, is not a wild or extravagant estimate of what will be carried on the canals. As early as the year 1819, the steamboat Walk-in-the-Water, (built and first went on Lake Erie in the month of August, 1818,) the only steamboat on these Lakes, made a trip to Mackinac to carry up the American Fur Company's goods. The waters of Lake Michigan were first plowed by steam in 1826 or 1827—a boat having that year made an excursion with a pleasure party to Green Bay. In 1832 the whole vessel tonnage on the Lakes was less than 7,000 tons.

STATEMENT NO. II.

Showing the number and kind of vessels engaged in the commerce of the Lakes, with the tonnage of the same for 1845, 1848 and 1858:

	1845.	1848.	1858.	Total American & Canadian, 1858.
American.				
Steamers.....	No. 62	No. 108	No. 72	No. 170
Propellers.....	20,500	36,506	48,081	124,587
Tugs.....	8	35	11,453	49
Barques & Brigs.....	11,000	86	19,673	188
Schooners.....	270	465	62,802	605
Total.....	380	719	130,434	193,780
Canadian.				
Steamers.....	57	67	67	139
Propellers.....	13	14	4,197	61,191
Tugs.....	2	2	5	74
Barques & Brigs.....	2	2	10,793	53,385
Schooners.....	94	110	32,959	210,129
Total.....	166	193	73,148	404,801

The first shipment of wheat by lake from Chicago was made on the 8th of October, 1839, and consisted only of a small cargo of 1,678 bushels, which was consigned to Kingman & Durfee, Black Rock Mills. The first shipments of corn were made from Chicago in 1847, and the whole

amount shipped during that year was only 67,315 bushels.

STATEMENT NO. III.

Showing the export of Flour, Wheat and other Grain, from Lake Michigan ports in 1858:

	Wheat and Flour,* bush.	Corn, bush.	Oats, bush.
Chicago.....	10,909,243	7,493,212	1,498,134
Milwaukee....	5,283,481	33,177	645,283
Racine.....	924,376	9,686	59,426
Kenosha & other ports.....	600,000	.....	75,000
Total.....	17,717,100	7,526,075	2,277,843

* Flour reduced to wheat, calling each barrel of flour five bushels of wheat.

	Barley and other grains, bush.	Total, bush.
Chicago.....	134,577	20,035,166
Milwaukee....	45,426	6,007,367
Racine.....	51,378	1,044,856
Kenosha and other ports..	50,000	725,000
Total.....	281,381	27,812,389

From Statement III. it will be seen how rapidly the commerce of Lake Michigan has increased in the last few years. In 1839, 1,678 bushels of wheat were exported from Chicago, while in 1858 the exports are nearly 11,000,000 bushels of wheat from that port alone. In 1847 the first shipments of corn were made from Chicago, while in 1858 the exports of corn from that city are nearly 7,500,000 bushels. The total movement of grain from all Lake Michigan ports in 1858 has reached the enormously large sum of nearly 28,000,000 bush.

STATEMENT NO. IV.

Showing the quantities of Flour and Grain sent eastward from the lake regions, comprising Ohio, Indiana, Michigan, Illinois, Wisconsin, Iowa, Missouri, Kentucky and Canada West, in 1858:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Other grain, bush.
Western Terminus	682,314	.....	.....	830,871
Baltimore and Ohio R. R.*	450,000	.....	.....	250,000
Do. Pennsylvania Central R. R.*	331,007	.....	.....	24,965
Dunkirk.....	186,499	.....	.....	94,945
Buffalo.....	10,497,285	.....	.....	2,599,254
Suspension Bridge*	350,000	.....	.....	.....
Oswego.....	95,720	.....	.....	.....
Adamsburg.....	381,624	.....	.....	.....
Cape Vincent.....	72,633	.....	.....	.....
Montreal.....	604,275	.....	.....	.....
Rochester.....	7,110	.....	.....	.....
Total movement.....	4,586,273	20,652,782	10,436,074	4,844,673
* Estimated from receipts for 1857, at those places.				
Total movement in 1858.....	4,586,273	.....	.....	.....
Do. 1857.....	3,397,394	.....	.....	.....
Increase.....	1,188,879	.....	.....	.....
Flour, bbls.	85,987,529	.....	.....	.....
Grain, bush.	27,800,061	.....	.....	.....
Total.....	8,187,468	.....	.....	.....

Direct Trade with Europe.

In the year 1856 the schooner "Dean Richmond" of 379 tons, was built by Quayle & Martin of this city for C. J. Kershaw of Chicago. This vessel was loaded with wheat, and under the command of Capt. D. C. Pierce, sailed from Chicago to Liverpool. She arrived in good time, having made a quick passage, and astonished the English people by her rig, and from the fact of her having come from the inland Lakes of America to Europe.—The schooner was sold in Liverpool, and her new owners changed her name to the "Belina." She is now engaged in the trade between Liverpool and Brazil, on which route she has made quick and successful trips.

In 1857 the same builders turned out the barque "C. J. Kershaw" of 389 tons burthen, having built her for Capt. D. C. Pierce, who was the pioneer Captain in the trade. The "Kershaw" was loaded with staves, cedar posts and black walnut lumber. In the fall she started on her return with a load of crockery and iron, but was twice driven back by terrific gales and had to go into dock for repairs. This brought her into St. Lawrence river so late, that she was frozen in the Lachine Canal. Early in 1858 she arrived here with her cargo in excellent order and to the perfect satisfaction of the consignees.

About the time that the "Kershaw" was launched, a small British schooner, the "Madeira Pet," of 123 tons, came from Liverpool through the rivers and lakes to Chicago, with a cargo of hardware, cutlery, glass, &c., on speculation. The enterprise was not successful, and no more attempts were made to establish a direct trade between Chicago and European ports.

During the Spring and Summer of 1858, several of the leading business men of Cleveland entered with vigor into the trade, and a respectable fleet of vessels were dispatched to European ports. A new barque, the "D. C. Pierce," was built by Messrs. Pierce & Barney, and sent to Liverpool with a cargo of staves and black walnut lumber. The same parties sent the "C. J. Kershaw" to London with a similar cargo, and the "Chieftain" and "Black Hawk," with the same kind of freight.—Mr. T. P. Handy sent the "R. H. Harmon" with staves and black walnut lumber to Liverpool, the "D. B. Sexton" with a similar cargo to London, and the "J. F. Warner" with a cargo of the same kind to Glasgow. Mr. H. E. Howe sent the new barque "H. E. Howe" to London with a cargo of staves and lumber. Col. N. M. Standart sent the "Correspondent" to Liverpool with a load of wheat, and Mr. C. Reis freighted the "Harvest" to Hamburg with a cargo of lumber, staves and fancy woods. This made a fleet of ten vessels, owned and freighted by Cleveland merchants, with a tonnage of about 3,600 tons. Two vessels were sent out from Detroit with similar cargoes, but the enterprise is pre-eminently a Cleveland one.

All of the Cleveland fleet disposed of their cargoes to good advantage. Six of them returned with cargoes of crockery, bar iron, pig iron, or salt. This part of the trip also proved successful. It was the intention of the owners to sell some of the vessels in England, but the shipping interests were so prostrated that it was impossible to dispose of the ships at anything like a fair price.—They therefore still remain in the hands of Cleveland owners, but four of them have not returned to the Lakes. The "D. B. Sexton" now runs between Cleveland and the Mediterranean; the "H. E. Howe" went on a voyage to South America, the "Harvest" is gone to the West Indies and the "C. J. Kershaw" is employed, we believe, in the Mediterranean trade. Wherever any of the Cleveland vessels have been they have called forth complimentary remarks by their fleetness and steadiness in heavy weather.

The cost of the round trip is estimated to be between three and four thousand dollars. One great portion of the expense arises in the passage through the canals and rivers between Lake Erie and the Atlantic. With the widening and deepening of the Welland Canal, and some further improvements in the river and canal navigation, large

er vessels can be employed in the trade, and the rate of expense per ton be thereby greatly lessened. At first there was great difficulty in procuring policies of insurance on the bottoms or cargoes on this route, as the Eastern Companies were doubtful of the practicability of the enterprise. This difficulty has been pretty much got over, and reliable Companies are now willing to underwrite at fair rates.

We learn that the enterprise so well begun by Cleveland money and energy, is not to be abandoned. Two vessels are already arranged for, to start early in the Spring for Europe. May this important movement go on and prosper!—*Cleveland Herald.*

Heavy Contracts for Cuba.

It is well known that for some time past Messrs. Bollman & Tegmeyer, bridge builders and machinists, have had a considerable force of men at work in the construction of an iron railroad depot and a large number of railroad bridges for the Havana railroad, and the senior partner, Mr. Bollman, left some weeks since with about twenty superior workmen, for the purpose of erecting the depot building.—This structure, which cannot fail to prove a perfect curiosity in its peculiar line of architecture, is of the following dimensions: 250 feet in length, 60 feet in width, and of a corresponding height. The interior arrangements are such as to combine every accommodation which is required in the best conducted roads, and contains, among other apartments, a public hall, baggage rooms, ticket offices, ladies' rooms, rooms for the officers, etc., whilst near the centre, which is two stories in height, are the rooms for the accommodation of the Superintendent and his family, numbering in all about twelve different apartments. The entire building consists of sections, which have been cast here, so that they have only to be connected together to form a complete structure. Two vessels laden with a portion of the work have already been despatched; the latter carrying out 80,000 bricks and about forty or fifty tons of iron work. A third vessel will also be despatched as soon as the remainder of the work will be ready for shipment. The number of bridges in hand and in course of erection is ten. They are of various sizes, measuring from 90 to 150 feet in length. All these are of the celebrated Bollman patent, which have proven so durable in standing the heavy travel of the Baltimore and Ohio and other railroads.

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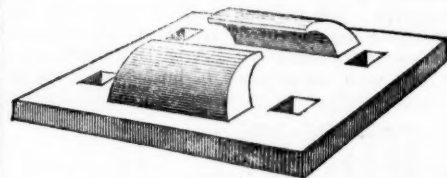
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1853

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THE undersigned is prepared to contract for delivery of American Railroad Iron at points on the Mississippi, Ohio and Tennessee Rivers. Rails can be furnished 27 to 30 feet long when required.

JAMES HENDERSON,
 13 Cliff st., New York.

RAILROAD IRON.

The Crescent Manufacturing Company,
 WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for Rails of any required pattern and weight, and to re-roll old rails, on the most liberal terms. Address
N. WILKINSON, Secy,
 WHEELING, VA.

THE
RAILROAD IRON MILL COMPANY,
 CLEVELAND, OHIO,
 MANUFACTURERS EXCLUSIVELY OF
RAILROAD IRON.

THIS is a new ROLLING MILL, having been working only eighteen months, and confined to work for roads on this line between Buffalo and Chicago in re-rolling old Rails. The capacity is Forty Tons per day. It is well situated for receiving old Rails, either by Railroad or Lake.

Orders are now solicited

From Roads in other sections of the country; and work will be made with New Iron in the heads, if desired.

Apply to

ALBERT G. SMITH,
 President of the Incorporation.
 February, 1858.

RAILROAD IRON.

WOOD, MORRELL & CO.,
 Having leased the extensive Works of the

Cambria Iron Company,

Situated at JOHNSTOWN, CAMBRIA CO., PENNA.,

And purchased all their real estate,

ARE now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.
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THE ROUND OAK IRON WORKS, STAFFORDSHIRE, ENGLAND.

Lord WARD, Proprietor.
 MANUFACTURE RAILS, BOILER PLATES,
 SHEETS, HOOPS and BARS, of every variety of pattern.

NORRIS & BROTHER,
 Agents for the United States,
 12 SOUTH CHARLES STREET,
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And 17 NASSAU STREET, NEW YORK.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,
 TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
 TROY, N. Y.

New York Agency:

BUSSING, CROCKER & DODGE,
 32 Cliff St.

LACKAWANNA
IRON AND COAL COMPANY,
 SCRANTON, LUZERNE CO., PA.

BY the completion of the Delaware, Lackawanna and Western Railroad, this Company are enabled to obtain the Magnetic Ores from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a quality of iron not surpassed.

These works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for RAILROAD IRON of any pattern and weight, Car Axles, Spikes, and Merchant Iron. They have on hand patterns for T rails, of the following weights per linear yard, viz:—25, 30, 35, 40, 45, 50, 60, 62, and 75 lbs.

Samples of Rails and Merchant Iron may be seen at the office of the Company, 46 Exchange Place, New York.

Address **J. H. SCANTON,** President,
 SCRANTON, PA.,
 or **THEO. STURGES,** Treasurer,
 46 Exchange Place,
 NEW YORK.

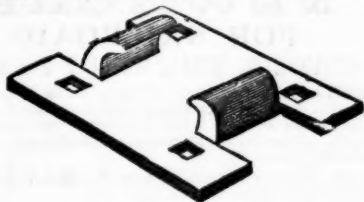
NEW YORK RAILROAD CHAIR WORKS.

J. B. GREEN & CO., Proprietors.

SUCCESSORS TO THE

New York Wrought Iron Railroad Chair Company.

Office, No. 51 Exchange Place, New York.



HAVING recently purchased, at Receiver's Sale, all the Patent Rights owned by the late New York Wrought Iron Railroad Chair Company, and also the entire machinery for manufacturing their improved Wrought Iron Railroad Chair, we are now fully prepared to receive and fill all orders from responsible parties, to any extent, with promptness and dispatch.

The thickness of the lips of our Chair increases through the bend, where the greatest strength is required, and diminishes towards the edge; so that a less weight of metal may be used, and a strength acquired equal, if not superior, to that of a heavier Chair of uniform thickness.

We invite the attention of parties wishing the best Wrought Iron Chair now in market, to our works for a supply; believing they combine qualities superior to any others now manufactured.

The Chairs weigh from seven and a-half to fifteen pounds, according to the thickness of the Iron and size of the Chair. To enable us to give you a perfect fit, it will be necessary always to send a section of the Rail. We cannot undertake to make Chairs without a proper pattern, as it is impossible to make a perfect fitting Chair from a drawing.

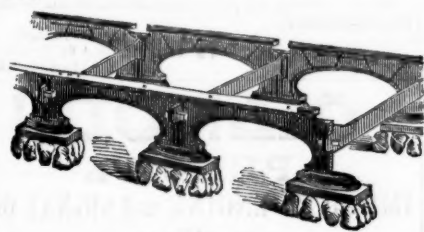
Our manufacture of Chairs are used on a large number of Roads, of which the following list comprises some of them, viz

Galena and Chicago Union Railroad Company,
North Carolina Railroad Company,
New Jersey Central Railroad Company,
Panama Railroad Company,
Buffalo and State Line Railroad Company,
New York and New Haven Railroad Company.

K. JESUP & CO., 44 Exchange
York, are the only parties authorized to act

BEERS' CAST-IRON ENDLESS RAIL, FOR CITY RAILROAD;

Now being laid in Philadelphia and elsewhere;
THIS road is exclusively of cast iron, without tie, string-piece, or chair; Rail 85 to 100 lbs. per yard; Durability four fold over the present road, with 65 lbs. groove rail; And with a saving on first cost; effecting a reduction in current yearly repairs, and relays, of at least \$1,000 per mile.
Also, —



BEERS' ELASTIC IRON RAILWAY, FOR LOCOMOTIVE USE;

This road can be built and equipped, without additional cost over a road with 55 lbs. T rail; saving not less than 60 per cent on motive power, 50 per cent on dead weight, and 80 per cent on repairs of way; thus reducing the yearly expenses from \$1,500, to \$2,000, per mile. For full particulars, with drawings relating to both roads, see a recent Treatise entitled Railroads, their construction and management, with the remedy, from twenty-five years experience, by S. A. BEERS, Civil Engineer, BROOKLYN, N. Y. Price 50 cts. Address the author.

The undersigned is prepared to construct, by contract, the above roads, in any part of the U. S. or Europe, at the shortest notice, being aided by a staff of contractors of the most extensive experience.

S. A. BEERS.

GEO. M. FREEMAN, SUCCESSOR TO PRATT & FREEMAN, PHILADELPHIA RAILWAY SUPPLY AGENCY, No. 123 WALNUT STREET, PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,
MACHINERY AND MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.

✓ COTTON WASTE. ✓
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
Baggage Checks, Barrows, etc., etc.

RAILROAD LANTERNS, SIGNAL LIGHTS,
STEAM GAUGES, COCKS AND WHISTLES,
INDIA RUBBER HOSE PACKINGS, ETC.
LANTERNS OF ALL DESCRIPTIONS,

ENGINE, STATION, AND SIGNAL BELLS,
✓ Superior Car Upholstery, etc. ✓
AGENCY OF THE KEROSENE OIL COMPANY.

✓ Orders solicited, promptly filled, and forwarded with despatch and care at the manufacturers' lowest prices.

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Rails, Sleepers, Chairs, Spikes, Wheels, Axles and Tires.
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BOLTS, NUTS & WASHERS.

CAR, SHIP AND BRIDGE BOLTS.
Locomotive, Hand and Ship Lanterns; Car Trimmings of all descriptions. Steam and Water Gauges; Signal Bells, etc., etc.
AGENTS FOR CAR HEAD LININGS.
Sole Agents for TOMES' celebrated GAUGE GLASSES,
and PACKER'S IMPROVED RATCHET DRILL.
Orders filled with despatch and at the lowest prices.

RAILROAD SUPPLIES. GILBERT, MURDOCK & CO., No. 9 NASSAU STREET, NEW YORK, ARE agents for, and prepared to furnish at manufacturers' prices, RAILROAD IRON, LOCOMOTIVE ENGINES, RAILROAD CARS, CAR WHEELS, AXLES, CHAIRS, SPIKES, TOOLS, ETC., ETC.

All inquiries in reference to the above articles will receive immediate attention.
New York, January, 1859.

S. B. BOWLES, MANUFACTURER AND DEALER IN RAILROAD SUPPLIES, No. 12 GOLD STREET, (Between PLATT and MAIDEN LANE.) NEW YORK.

RAILROAD SUPPLIES. WILLIAMS & PAGE, No. 44 Water, between Congress and Kilby Streets, Boston, Mass.

Iron Rails, Chairs, & Spikes,
FREIGHT AND COAL CARS,
(on hand or made at short notice.)

Wheels and Axles of all kinds,
LOWMOOR, AMES, BOWLING AND NASHUA TIRES,
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Of all kinds for Shops and Tracks.

Car Trimmings, Paints, Oil, Varnish, Car and Switch Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber Springs, Chairs, Hose and Belting, Ash, Pine and other Timber, and ALL MATERIALS USED in Equipment and Repairs of Railroads, Engines and Cars, at lowest prices.

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Late Sup't Boston & Maine R. R. Late Page, ALDEN & Co.

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Capt. WM. H. SWIFT, Boston. REEVES, BOOK & Co., Phila.
LAWRENCE STONE & Co., do. E. S. CHEBBROUGH, Chicago.
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CAR, SHIP AND BRIDGE BOLTS.
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STEEL AND RUBBER SPRINGS,
LOCOMOTIVE AND HAND LANTERNS,
PORTABLE FORGES AND JACK SCREWS,
COTTON DUCK FOR CAR COVERS,
BRASS AND SILVER TRIMMINGS.

Also, Sole Agents for the Manufacturers of Car Head Linings.
Orders for the purchase of goods on commission, aside from our regular business, respectfully solicited.

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AGENTS FOR THE SALE OF
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BOUGHT AND SOLD
Either privately or at the Board of Brokers.

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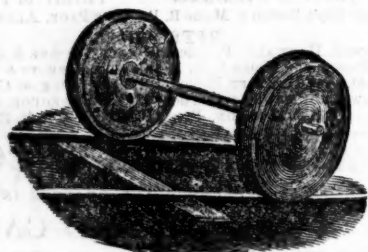
Railroad Iron.

THE undersigned have American and Foreign Railroad Iron for sale, deliverable in New York and other markets.
CASWELL & PERKINS,
 Brokers, 69 Wall st.
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Boston Locomotive Works,
 Late Hinkley & Drury,
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LOCOMOTIVE AND STATIONARY
STEAM ENGINES;
BOILERS;
 Iron, Brass, Copper and Composition Castings;
COPPERSMITH'S WORK,
 AND ALL KINDS OF RAILROAD MACHINERY
FURNISHED AT SHORT NOTICE.

ALSO



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 PATENTED MAY 1, 1849.
 Manufactured under the Personal Superintendence
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ORDERS for any quantity of Wheels executed with dispatch, and Wheels and Axles fitted in the very best manner, and at the lowest rates.

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**THE JERSEY CITY
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MANUFACTURE COAL or WOOD BURNING
 LOCOMOTIVES, Steam Fire Engines,
 Portable ENGINES and BOILERS, Cast Steel
 SPRINGS for Engines, Tenders, Passenger or Freight
 Cars; SHAFTING and ALL KINDS OF RAIL-
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They also furnish to order TYRES, DRIVING WHEELS
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Boiler Work furnished with dispatch.

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POOLE & HUNT,
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ARE prepared to fill at short notice and of best materials
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PLATE CAR WHEELS and CHILLED TYRES, equal
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WHEELS AND AXLES fitted for use.

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MACHINERY of the most approved construction for Flour-
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GAS HOLDERS of any size, and Machinery and Castings
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STEAM BOILERS and WATER TANKS of any size or
 description. SHAFTING, PULLEYS and HANGERS.

**THE ROGERS
 Locomotive & Machine
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SUCCESSORS TO

**ROGERS, KETCHUM & GROSVENOR,
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HAVING extensive facilities, are now prepared to furnish
 promptly of the best and most improved description, either

COAL or WOOD BURNING

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HAVING erected an extensive Shop, with the most ap-
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Also, Stationary Engines, and the various Tools suitable for
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The business of Machine making, heretofore carried on by
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HAVING large facilities, are prepared to receive and ex-
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either for burning WOOD or COAL, with promptness and
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BRASS and IRON CASTINGS; LOCOMOTIVE TYRES
 welded and blocked to exact sizes, and every thing connected
 with the building or repairing of Locomotives furnished on
 short notice.

These Works being located on the New York Central Rail-
 road, near the centre of the State, possess superior facilities
 for forwarding their work to any part of the country, without
 delay.

JOHN ELLIS, Agent.

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**RICHARD NORRIS, HENRY LATIMER NORRIS,
 RICHARD NORRIS & SON,**

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MANUFACTURE to order, Locomotives of any Arrange-
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 Workmanship, the Locomotives produced at these Works,
 are equal to, and not excelled by any.

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R. P. PARROT, Lessee.

Manufacturer of Marine and Stationary

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Sugar Mills, Saw Mills, Iron Bridges, Cannon,
 WATER PIPES, BOILERS, IRON BUILDINGS,

CASTINGS & FORGINGS OF ALL KINDS.

WM. KEMBLE, Agents

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REFINED NEAT'S FOOT OIL

WARRANTED NOT TO GUM

AND equal in every respect to the best SPERM OIL for all
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MANUFACTURED BY

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FOR RAILROADS,

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THIS OIL, having been before the public for a long time,
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3rd. It will keep all journals and bearings cool, clean
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5th. It is sweet and clean, and entirely free from all
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Also,—

**J. C. HULL & SONS'
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Buyers are requested to give this OIL a trial, as it is be-
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**CHEAPEST, CLEANEST AND BEST
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(all things considered), in the market.

CERTIFICATES from a large number of Railroad
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The Cheapest and Best Lubricator in use.

Parties ordering, will please state the kind of box, or descrip-
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MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists of
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 durable than Sperm Oil, for Lubricating, and the only Oil
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In no case has it failed to meet the approval of the consumer.
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F. S. PEASE, 61 Main st., BUFFALO.
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